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ing grounds.
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No matter where you fish, Fathometer will help you make faster trips, catch more fish and return higher profits.

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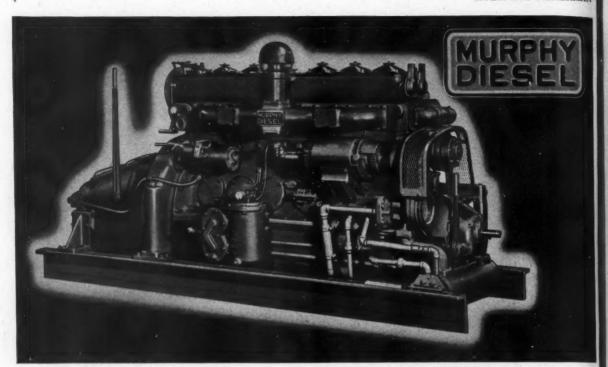
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Since the original installation, The Warren Fish Company has equipped other vessels with Fathometer. Mr. Harry Botts states "Our skippers tell us this instrument is of great help in keeping track of their position above the small 'lumps' where snapper schools abound."





A dependable MURPHY DIESEL Marine Engine, Model ME-150, 150 HP, 6 cyl., $6 \times 6 \frac{1}{2}$ ", powers the "San Pedro", a 65-foot steel hull fishing vessel owned by Capt. Jack Carinhas, of the Independent Fish Company, Patterson, La.

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To make sure that a boat pays all the profit it should, see that it is powered by a dependable engine. MURPHY DIESEL Engines are the kind you can depend upon, year-in and year-out, for power that will do the job your boat is intended for . . . whether it's a fishing vessel, scow, tug, or other workboat . . . at minimum cost for operation and maintenance.

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ATLANTIC FISHERMA

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

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P. G. LAMSON, President

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VOL. XXVIII

APRIL 1947

NO. 3

Quality Starts with Proper Handling on the Boats

In order to compete successfully with other protein foods and mported fishery products, the fishing industry must maintain high standards of quality. Although the per capita consumption of fish and shellfish in the United States is only 12 pounds—less than any other major maritime country—the demand can be increased materially by greater emphasis on quality and flavor.

When of top quality and properly prepared, fish equals and even surpasses other foods in flavor, texture and in many nutritive values. The constant problem of the fishing industry is to find practical ways to deliver to the consumer all of the natural flavor and palatability fishery products originally possess.

Producers of livestock, poultry, eggs, cheese, etc., have concentrated heavily on means to improve the quality of their products in an effort to win and hold consumer acceptance. Foreign countries which are marketing frozen fish in the United States are adopting regulations to govern the proper handling and preparation of their products.

It is an old story but a true one, "You can lead a horse to water but you can't make him drink". Likewise, you can take a fish from the water but you can't make the customer buy it. The customer is fickle, he can take his fish or leave it, depending upon how good it is or how it affects his pocketbook. It takes a long chain of cooperative effort to keep the customer buying regularly. The fisherman not only must catch the fish, but he has to get them to market fresh and in good condition. Nothing in freshness and goodness must be lost by the wholesaler because the retailer has to meet the customer face to face with the fish and persuade him to buy it. The customer can be lost anywhere along the line-by the fisherman who was a little too saving on ice, by the wholesaler who packed the fish carelessly, or by the retailer who kept it a day too long.

As the first treatment given fish upon being taken from the water is so very important in determining its quality, the U. S. Fish & Wildlife Service offers the following pointers on handling

- 1. Keep your fishing boat clean. Equipment coming in contact with the fish such as dressing knives, tables, gloves, and boxes, should be clean. If the fish are washed, use clean, pure water. Keep flies away from fish.
- Keep fish out of the sun; "sunburn" hastens decomposition.
- 3. Ice your fish immediately upon removal from the water. This pre-cooling retards bacterial and enzymatic action and is perhaps the most important treatment that can be given fish at any stage of handling, because it preserves the fish in their original condition. The use of finely crushed ice, minus chunks, will prevent bruises, punctures, and misshapen fish.
- 4. Prevent any cuts in the flesh; these may introduce bacteria nto the flesh and induce spoilage. Tines and forks puncture the flesh and should be used only in the head.
- 5. Prevent bruising; this hastens enzymatic action and growth of micro-organisms. Throwing fish, walking in fish, and the

washing-about in the hold, damages the flesh. Piling fish too deep in the hold causes bruising, and the loss of moisture and weight.

The care of fish at sea is of great importance to fishermen be cause it determines to a large extent what the quality of fish will be when it reaches the consumer. Greater consumer acceptance builds up demand, which directly benefits the fishermen through better prices.

TABLE OF CONTENTS

SPECIAL FEATURES

Tips on Painting and Fitting Out	15
Hull Insurance Claim Provisions	16
St. Petersburg, Florida's Commercial Fishing,	
Capital	17
Sea Lamprey Control Campaign Studied	18
"Albatross" Launched at Bristol	19
75-Ft. Dragger "David A.", Noteworthy Addi-	
tion to Rockland Fleet	21

NEWS I	REPORTS
Maine19, 20	Florida 22
Gloucester 28	Alabama 23
New Bedford 24	Mississippi 23
Vineyard 50	Louisiana 22
New York 24	Texas 23
New Jersey 34	Oḥio 26
Maryland 48	Michigan 26
Virginia 30	Wisconsin 26
North Carolina 32	New Brunswick 51

REGULAR DEPARTMENTS

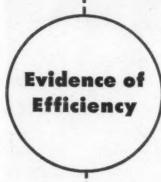
The Sounding-Lead	9
Fish Landings for Month of March	39
Equipment and Supply Trade News	43
Letters	5.

Where-to-Buy Directory	 52
Index to Advertisers	 53
Classified Adventising	EA

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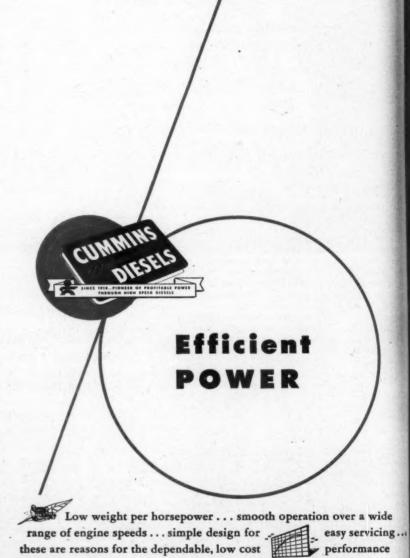
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The 65-foot boat "Ventura," which carries passengers on fishing excursions out of New York, is powered by a Model LML-600 Cummins Dependable Diesel. The boat, which cruises at 13 knots, is owned by J. and B. Zetterbaum. Economy and dependability make Cummins Diesel Engines efficient sources of power for every kind of fishing vessel. They will get you out to the fishing grounds in less time, bring you back faster, help you carry larger loads . . . in short, assure you more profit.





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When you use high-quality Esso Lubricants there's protection for your machinery every smoothly-purring mile... and efficient engine performance with powerful Esso Marine Fuels.

On your searching run out to the grounds, or racing back with that hard-earned catch, you'll help protect your profits by using the quality-proved Esso Marine Fuels and Lubricants that experienced fishermen know can always be counted on.



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The Sounding-Lead

FOREIGN BOAT LANDINGS—The fishing industry now faces an additional hazard, the possibility of direct landings in United States ports by factory fishing ships of foreign nations. The seriousness of the situation is emphasized by the apprehension of

Customs Bureau officials, who suggest that if the subject is publicized in the daily press, foreign vessels will begin landing here, with no assurance that the Government can take legal

steps to keep them out.

One law which has been on the books for 50 years prohibits a foreign fishing vessel, whether owned by a citizen of the United States or a foreigner, from coming into a United States port except for repairs, supplies, etc., or because of distress. This does not apply to vessels under five tons. There is another law which states, in effect, that all ships coming into United States ports first have to clear customs in their own

home ports.

The difficulty, officials state, is the possibility that neither of these laws can be interpreted to prevent a factory ship from landing at a U. S. port. Many of the new factory ships do not engage in catching fish, but receive the catch of other vessels for processing on the high seas. Therefore, they cannot be considered fishing vessels, it is claimed, and might be considered as cargo vessels of the merchant marine. Ostensibly, such vessels could obtain legal clearance from home ports before putting to sea for purposes of processing fish and after completion of processing could bring their product to the United States, or they could enter a foreign port and be cleared from there with "cargo" for the U. S.

This might well become a difficult situation and one on which the Customs Bureau would hesitate to rule, according to officials of that department. It is possible that Congress will be called upon to clarify the complicated legal problem with

special legislation.

New York Marine Mart

WORLD FISHERIES— The fishing industry in many of the major foreign producing countries is rapidly recovering from the effects of War, according to a recent International Emergency Food report to the Agriculture Department. In some countries, including Denmark, Belgium and the United Kingdom, 1947 production may exceed that of prewar years. In the northwestern European countries, the catches of only France and Germany are expected to be substantially below the prewar average.

Large quantities of fresh and frozen fish can be made available for export from countries such as Norway, Netherlands, Denmark and Sweden. However, according to the report of the IEFC, the shortage of refrigerated transport and warehouse facilities places effective limitations on the quantities that can

be utilized.

Substantial increases in production for export of certain kinds of cured fish, particularly pickled herring, for which refrigerated facilities are not required, await only suitable contractual arrangements with the producing countries, which include Norway, United Kingdom, Denmark, Netherlands, Iceland, Canada and Newfoundland.

It is believed that the canned pack for the 1947-48 season will remain substantially below that of prewar years. The absence of Japanese supplies will be felt, and production figures will no doubt reflect the continued shortages of oil, tinplate and other

materials.

California

Production of salt fish in 1947-48 should at least equal that of the past season. If Iceland has difficulty in disposing of her fresh and frozen fillets, some increase in the supply of salt fish can be expected. In 1939 Iceland exported some 70 million lbs. of salt fish, as compared to only 16 million lbs. in 1946.

TRADE AGREEMENTS—Sometime after April 15 the House Ways and Means Committee will give the fishing industry a chance to testify at length on foreign trade in general, the effect of unlimited imports of fish and of the State Department's program of reciprocal trade agreements. Scheduled to appear before the Committee are the following: Federated Fishing Boats of New York and New England; Gloucester Fisheries Association; Seafood Producers Association;

ciation of New Bedford; Massachusetts Fisheries Association of Boston; California Fish Canners Association; Columbia River Packers Association; Columbia River Salmon and Tuna Packers Association; Association of Pacific Fisheries, Seattle; and the National Fisheries Institute.

The Committee intends to build up its own record of the effect of trade agreements and low tariffs on individual industries, Committee spokesmen said. The Reciprocal Trade Agreements Act expires in June, 1948, and beginning early next year the Republicans intend to modify provisions of the law to provide domestic industries with more protection.

Russia plans to sell 10,000,000 cans of red salmon and 2,500,000 cans of crabmeat to Great Britain under terms of the first

after-war trade agreement between the countries.

Production of oil-packed tuna in Peru is expected to reach 400,000 cases in 1947, most of which is earmarked for the United States. The vast resources of Peruvian waters first were worked on an important scale during the War, when UNRRA was a big buyer. Production of oil-packed tuna jumped from 38,145 cases in 1942-43 to 180,000 cases in 1945-46.

With full exploitation of the fisheries, the present Peruvian catch of 25,000 tons a year could be increased tenfold. Cannery

capacity is to be increased by 100 per cent.

Norway probably will attempt to market 20 million lbs. of fillets in the United States during 1947 from her 12 modern, German-built freezing and cold storage plants. Norwegian fish exports for 1946 were equal to prewar quantities, with salt herring replacing fresh fish as the biggest single item.

SEAFOOD INSPECTION—The sum of \$40,000, earmarked to help finance seafood inspection under the Seafood Inspection Act, has been eliminated by the House from the bill appropriating funds for the Agriculture Department for the 1948 fiscal year. Including industry disbursements, a total of approximately \$121,000 is spent annually on seafood inspection, the purpose of which is to prevent the sale of canned seafood which may be of questionable quality. If the House cut is approved by the Senate, the industry will have to bear the entire cost of inspection. Yet Congress appropriates \$11,000,000 annually for meat inspection.

MANILA FOR NETS—The Civilian Production Administration amended M-84, the manila, agave fiber and cordage order, on March 25, and changed the authorization from sisal to manila for the making of hanging and heading twine, marline (lobster) and net twine for otter trawls. The shortage of sisal fiber has made it necessary to discontinue the use of sisal gor fishing twines.

Government controls over the importation and distribution of manila and agave cordage and fiber were continued by Congress under legislation extending certain powers of the

Second War Powers Act until June 30.

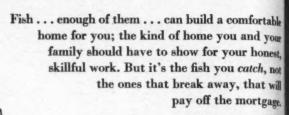
FREEZER HOLDINGS—The rapid reduction in cold storage holdings of fish which took place during the first part of March failed to continue during the entire month. According to estimates, between 70 and 75 million lbs. of fish remained in storage at the end of the month, as compared to 84 million lbs. on March 31, 1946; 40 million lbs. on March 31, 1940.

March 1 holdings totalled 98 million lbs., and showed a 29 million lb. decline as compared to holdings on February 1. The decrease was the second largest on record, and was due to increased demands for fish during the Lenten period and to generally higher prices for meat in relation to fish.

WORLD TRADE CONTROLS— Convinced that International allocation of canned fish supplies presents too many difficulties in the face of increasing world production, the International Emergency Food Council ordered discontinuance of this regulation, effective March 31. Import controls, which were made necessary by the allocation program, as well as export controls, were terminated

(Continued on page 49)

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No net is absolutely rip-proof. But we promise you that GOLD MEDAL netting will assure you of fewer holes, because of the way it's made.

And this is the important difference—GOLD MEDAL is made by the only netting company that selects its own raw cotton, spins its own yarn and mannfactures its own twine. All GOLD MEDAL netting is made under expert and careful five-step control.

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Linen Netting • Gold Medal Cotton
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and Mending Twines • Plymouth
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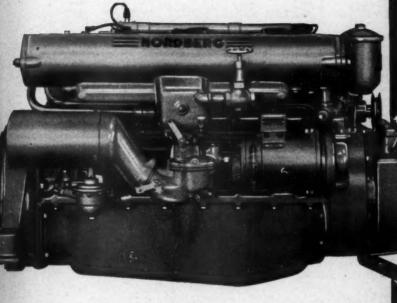
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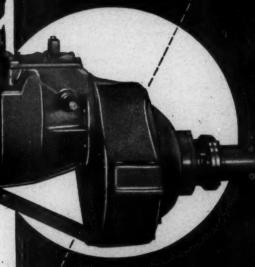
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The NORDBERG reverse and reduction gear assemblies are not only built to the highest standards of quality, but are designed as an integral part of the engine. This matched power combination makes it easier for owners to select exactly the right engine for maximum propulsion efficiency, with minimum initial and operating cost.

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NORDERG Marine Gasoline Engines—models 230-320-340—are of the four-cycle, six-cylinder type ranging in sizes up to 135 BHP at 3000 RPM. Available for direct or reduction-gear drive in ratios of 1.88, 2.44, 3.32 and 4.12. Fit all power requirements from high speed 17-foot runabouts to twin-screw medium cruisers up to 80 feet—and to work boats up to 50 feet in length.

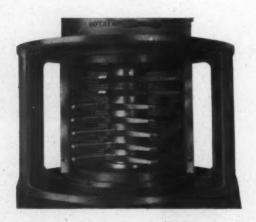
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and can handle More Raw Material per 74.P.

It's easy to see the outstanding advantages of the vertical design of Enterprise Mills over the ordinary horizontal mill. First, the mill is allowed to grind for the full revolution of the rotor—not just half of each revolution. This means that twice as much screen discharge area is in continuous, productive use. Secondly, more raw material can be handled and uniformly ground in less time at a constant rotor speed of only 1800 RPM. Furthermore, screens are easily replaceable for many varied uses, such as pulping, pureeing, mixing, fluffing, macerating, pulverizing or shredding. You'll find that fast, efficient and profitable mill operations result when an Enterprise Vertical Mill is on the job.

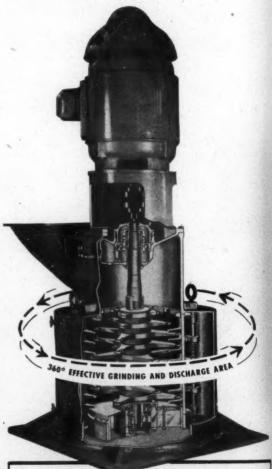
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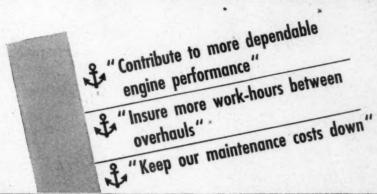
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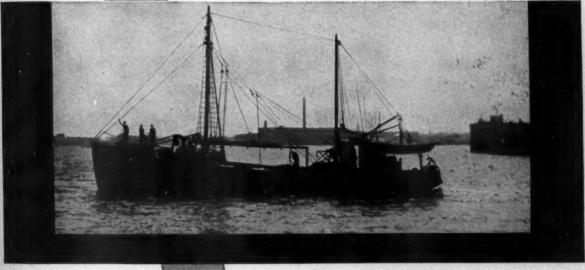
- Freedom From Vibration Through Constant Load During Entire Revolution.
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- Uniform Quality of Grind by Even Distribution of Material Around Rotor.

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Typical comments of fishing boat operators

who use Gulf Quality Marine Lubricants:





BECAUSE LUBRICATION EFFICIENCY has such a direct bearing on the performance of engines and auxiliaries, Gulf quality marine lubricants are the first choice of scores of fishermen. They know from experience that Gulf oils and greases provide an extra margin of protection—and have an exceptionally long life. Result: more fishing, less fixing.

If you are not one of the many enthusiastic users of Gulf quality marine lubricants, start now to get the many benefits they offer—call in a Gulf Lubrication Engineer and ask him to recommend the proper types and grades for your particular equipment. He will co-operate with you to get maximum efficiency from every unit, on deck and below

The helpful counsel of a Gulf Lubrication

Engineer—and the Gulf line of more than 400 quality lubricants—are available to you in every commercial port from Eastport, Maine, to Brownsville, Texas. Write, wire, or phone your nearest Gulf office today.

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WHERE DEPENDABILITY COUNTS



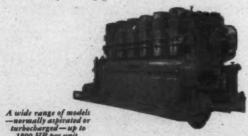
RUGGED DUTY IN DIRTY WEATHER ... requires dependable Enterprise power

Yes, here's where it really counts! Maneuvering an ice-coated trawler in the North Atlantic with fish-packed holds requires stamina in men and engine alike: the ability to "take it" when the going gets tough.

Even in the early days of the Diesel engine Enterprise was supplying the power for countless fishing craft the world over. Some of its first Diesels were shipped to Turkey, Honolulu, Greece, Mexico, Alaska—as well as to the many fishing ports of the U.S.A. The record shows

that some of these units are still operating—still giving dependable service.

Today's Diesels reflect the progress so arduously pursued in the more than sixty years of Enterprise's engineering experience. For the best in Diesels, investigate Enterprise today: you'll find that there is an Enterprise model of the right size for your needs, outstanding in design, materials and construction.





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Tips on Painting and Fitting Out

By Capt. Elwell B. Thomas

BOUT this time of year most of the fleet looks as if it had been through seven hells and practically everybody is looking for a spell of good painting weather and a chance to get on the local marine railway when that good weather

Now before getting right down to the business of fitting out and painting, let me say a word or two about hauling and the boatyard situation. That is, why not give the yard a break? They haul you at cost or less and make their living on labor and the materials they sell you. So naturally they get pretty well fed up with you if you furnish paint that you bought at some drug store or five and dime; hardware and equipment that you picked up here and there; and so on. Aye, you certainly do not get to be a preferred customer when you pick up the gravy where you may and just leave the "blood, sweat, and tears" for the yard.

It is most essential to start aloft and work down rather than start at the keel and work up, as I have seen some fellows do. Actually you should start at the masthead and overhaul spars and rigging first, not forgetting to check all of the blocks, etc. Then start painting right at the masthead, followed by painting, varnishing or slushing your mast, as is your habit. In this way, you will not be dropping a lot of paint, slush and what not over other new work. Next in order come house tops, house sides, boats, various superstructures, bulwarks or cockpit, main

deck, topsides and finally the bottom. I haul a lot of fishermen on my railway and I find a very frequent fault is that they would rather slap on one heavy coat than two light ones. The former does not give as good a surface or as good and lasting protection as does the application of two lighter coats. Now another thing is that a lot of fellows just open a can of paint, stir the thing and start paint-The real secret of mixing is to pour about one third of the oil from the top, then stir the paint until thoroughly mixed and add the extra oil while still stirring, until the right con-sistency is reached. The oil then should be covered up and kept to be added to the paint as it tends to thicken the farther down you go in the can, thus keeping the paint at the right consistency by the occasional addition of oil.

Preparing Surfaces

Be mighty careful to scrape off any loose paint and then allow the wood where the loose paint was, to dry a while before painting again. There are places on many boats that continually peel. This may be due to a poor or sappy spot in the wood or it may be a spot that is damp because of frequent seepage of water. In any case, it bears looking into. Also, look into those corners where you have not been too fussy about cleaning out dirt before painting in other years. Scrape out the general mess of sand, paint, and what not and let that thoroughly dry before painting. Most boats of to-day have either pilothouses or bridge enclosures. So how about the material in which the window glass is bedded? Have you inspected it lately? If the bedding material is all gone to pot, the chances are that there are two rather nasty results, one being that the sash is besinning to decay, and the other that water is working in and swelling the windows so that they open badly in wet weather.

I have heard all kinds of thoughts about painting canvas decks, laying canvas decks, and upkeep of canvas decks, as well as about all sorts of materials used, from a strange and exotic mixture of orange soda and talcum powder to a pure and simple oil extracted from the knees of bees. What I really think of canvas decks, in general, could be expressed in words that wouldn't be used on a prison ship in hell, but nobody yet seems to have found anything better as a protective covering for light decks. Until they do, I guess we will have to put up with the evils of the present system. One fellow claims that he never has used anything on his canvas deck but flat white paint and it never has cracked. Of course, this is a little tough on the eyes in the bright Summer sun and I think more of my eyes than I do of my decks. So I go in for green decks, using a aint without much gloss, and seem to meet the problem at

I am thoroughly convinced that it is highly advisable always to use the same color of paint, made up to the same formula by the same company, then the whole mess expands and contracts alike under various conditions. In other words you have the same coefficient of expansion, whereas, if you paint your canvas with Zilch & Burp's, Salmon Purple one year; Joe Doakes & Sons', Fog Pink another year; and South Wahoo, Bluebird Yellow a third year, each one expands and contracts at a different rate. With that tremendous pull of each against the other, something has to let go and does, and you have the customary badly cracked mess of paint.

There are several excellent wood preservatives on the market now and many builders of new boats employ them extensively; so should you in your boat that may not be so new. It is a good idea to smear it around the hold, especially on the underside of the deck and use it lavishly in the lazarette, and so on. These wood preservatives are surprisingly low in price, spread over a lot of territory and are very efficient. Most of them are not difficult to cover with paint either, as were some of the old time and less efficient preservatives. I will be glad to steer any interested party onto a preservative that we have found

rid of those rust streaked chain plates and to dress-up gallows Preparing and Running Seams

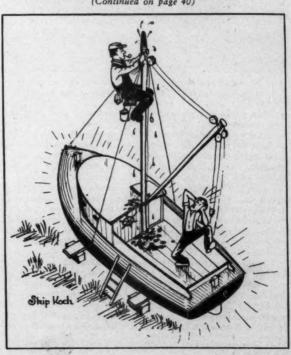
frames and gear.

work very well on both wood and iron. It does a lot to get

Let me repeat a little advice that I have given before. That is, to use the proper seam composition in the particular type of seam. Now it is not necessary to use goo of one type in all seams when it is not satisfactory in any of them. Many of the paint manufacturers as well as specialists in the field are turning out some highly commendable products that are remarkably trouble free year after year, if properly used. Study this thing a bit and then do something about it!

Also, if some new caulking has been done, be sure to run the seams with paint over the new caulking. Do not use copper paint to run bottom seams as it is pretty rugged stuff and is apt to have a damaging effect on the cotton. Some paint firms manufacture a special bottom seam paint and we have used it with results that made us feel happy and smug all over. The

(Continued on page 40)



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Hull Insurance Claim Provisions

By Charles F. Lyman, Jr.*

N ocean marine policy extends to cover losses resulting from fire and perils of the sea. The hazards of fire, at any time are self-evident, but the phrase "Perils of the Sea" needs some elaboration. It may be said to include stranding, sinking, and collision with another vessel. The dangers of runring on rocks and shoals, of the vessel sinking under stress of weather, or any circumstances of an accidental nature and collision at sea are always the ever-present worries of seafarers and probably constitute in themselves the principal reasons for the owner of a vessel representing a heavy investment to purchase an ocean marine insurance policy.

Coverage for Collisions

There are other benefits to be derived through the purchase of a hull policy aside from protection of the insured's investment in his vessel. The important one is coverage under the so-called "running down" clause pertaining to the insured's liability arising from the fact that his vessel may be found solely at fault in a collision with another vessel with the consequence that he (the insured) will become liable for the full cost of repairs to the other vessel. Under certain circumstances the vessel owner at fault in a collision can limit his liability to the value of his vessel, but even in this situation the value of insurance protection is priceless.



The New Bedford dragger "Flavia" washed up on Provincetown beach during a December storm in the harbor.

What would be the position of the insured, if after a collision with another vessel, his own trawler valued at \$100,000, was damaged to the extent of \$2,000, and as a result of being solely at fault in causing the collision, her owner (the insured) became liable to the other vessel for damages amounting to \$50,000. The least that can be said is that without the protection of a hull policy he would be financially embarrassed to the extent of \$52,000. A correctly written ocean marine hull policy will "in principle" protect the insured in a situation as described above both in respect to the damage to his own vessel and for his liability to the other vessel, but not exceeding in the aggregate the amount of insurance written into the hull policy and, provided the vessel owner and her captain exercised due diligence.

A prudent vessel owner is aware of the possibility of a serious financial loss due to the combined effects of the sinking of his own vessel through collision with another and because she might be found solely at fault in the collision, thereby incurring liability for damages to the other vessel. In a case like this, the insured could expect to be indemnified up to the full amount of insurance stated in his hull policy, which would barely cover

the cost of his vessel now a total loss. However, he would still be confronted with the problem of paying off his liability for damages to the other vessel. This additional loss to the insured over and above that which he can collect under his hull policy, is covered under a "P & I" (Protection and Indemnity) policy.

It is not the purpose of this article to discuss "P & I" insurance, except to state generally that it covers various forms of marine liability, and in collision cases it provides excess insurance beyond that sum which is contributed under the "Running Down" clause in the hull policy. The owner of a fishing vessel or any type of sea-going vessel, is open to so many hazards involving liability to third parties, that to operate his vessel without Protection and Indemnity insurance written for not less than the amount of insurance carried on the vessel itself, relegates the whole business venture to a sheer gamble.

Tow to Nearest Port of Safety

The frequency of claims for salvage and towage services indicates a widespread misunderstanding of the principles involved in the treatment of such claims.

A book could be written on the numerous situations occurring at sea involving salvage and towage of a disabled vessel to a port of safety. However, the scope of this article will be confined to a few principles that govern the settlement of such claims.

If a vessel becomes disabled within 10 miles of Peaked Hill Bar buoy, and, ultimately, is taken in tow by another vessel, the Captain of the disabled vessel should be mindful of the fact that underwriters are not concerned with the expense for towage except that which represents a fair charge under the prevailing circumstances to bring the disabled vessel to the nearest port of safety; in this case Provincetown. This principle should be adhered to, regardless of the home port of either vessel.

It may be necessary later to tow to another port in order to effect repairs, but underwriter's approval can be obtained and the insured having complied with the terms of his insurance policy has eliminated the chance of rejection by the underwriters of all costs involved in the claim for towage. When a captain is compelled to engage towage service for the safety of his vessel, the underwriters are only concerned with that part of the total expenses for towage necessary to bring the disabled vessel into the *nearest* port of safety.

Many claims have been submitted to the underwriters on fishing vessels for towage consuming many unnecessary hours in order to arrive at a port where the catch could be disposed of at the best price. The value of the catch is of no concern to the underwriters on the hull policy, the presumption being that the extra expense incurred in order to dispose of the catch was for the convenience of the insured and in no sense can be construed as an act of bringing the vessel to the nearest port of safety; such expenses are, therefore, the direct obligation of the insured. Even had the fish cargo been sold at the nearest port of safety, the expenses for towage are apportionable between underwriters and the vessel owner, the latter to the extent of funds received for sale of the fish cargo.

Guide for Salvage Claims

Claims for salvage services in the fishing fleet are often quite difficult to settle for the reason that the services of the salvar are not such as to warrant an award for salvage or, at least, the salvage operation, as such, is of doubtful value. Most claims of this general type made on the basis of a salvage service rendered, embody no element of peril to the disabled vessel or of cost or danger to the salvor other than that of simple towage to a port of safety. Therefore, the cost of the service rendered by the towing vessel cannot be estimated properly as a salvage basis, but only for towing service in which the towing vessel in general terms, is entitled to a reasonable sum for the time taken to tow the disabled vessel to port and to return the fishing grounds.

A fishing vessel owner in determining whether or not he had proper basis for claiming salvage may be guided by the following (Continued on page 36)

^{*} An insurance underwriter with offices at 92 Water St., Boston, Mass. and 42 Exchange St., Portland, Me. This is the last of two installments.

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St. Petersburg, Florida's Commercial Fishing Capital

ST. Petersburg, Florida, although known all over the country as one of the principal tourist cities of the State, was founded as a commercial fishing village and has grown into

the commercial fishing capital of Florida.

The 1945 fish census discloses that of the 197,420,390 lbs. of fish and 229,749 gals. of oysters, clams and scallops garnered by the commercial fishermen of Pinellas County, St. Petersburg, which with its adjoining beaches comprises by far the greater fishing area, is credited with 7,495,009 lbs. of food fish, 7,033 lbs. of non-food fish, 662 lbs. of stone crabs and 23,622 gals. of oysters, clams and scallops. It has been nip and tuck between Pinellas County and Dade County, in which Miami is situated, to claim the largest county food-fish catch.

From the beginning of St. Petersburg's history until today, fishing has been among the leading industries, and at times the chief industry of the "Sunshine City". With a population of 80,000, it is estimated that from five to six thousand of its permanent inhabitants are engaged in the fishing and fish-processing industries. The fishermen of Pinellas County man approximately 900 small fishing boats. There also are from 100 to 120 larger boats which are engaged in deep-sea fishing.

The first white man to settle in what is now St. Petersburg, was Antonio Maximo who located there in 1843. He established a fish "ranche" at the lower end of the peninsula, now called Maximo Point. Three years later he was followed by William Bunce who established a fishery on one of the keys below the peninsula. Both Maximo and Bunce were successful in these first commercial fishing operations of Pinellas County.

In 1848, both of their fish ranches were destroyed by a hurricane and fishing remained dormant in Pinellas County for twelve years. Abel Miranda settled in Pinellas County in 1857 and was followed two years later by John and William C. Bethell. These three established a fishery in 1860 at or near the first fish ranche of Antonio Maximo. From then on the settlement grew slowly into a thriving commercial fishing town. St. Petersburg was founded in 1888 and the federal census of 1890 discloses that it had a population of 273, nearly all engaged in commercial fishing.

St. Petersburg grew steadily until, in 1924, it had an estimated population of 25,000. The town then began to boom and finally suffered the inevitable bust. But St. Petersburg recovered more rapidly than its neighbors. Within the last fifteen years, St. Petersburg has grown into one of the most important tourist cities of Florida. But during its boom, bust and recovery periods, the fishing industry of St. Petersburg and Pinellas County suffered less than any other industry.

In the past the St. Petersburg fishing industry has suffered from an instability in its price structure. There have been times when silver mullet which comprise, with grouper, its main fish take, has been sold for as little as two and three cents per pound. Often it has been cheaper for fishermen to cast their cargo back into the sea instead of trying to market it.

Net boats along Salt Creek loaded for work in bay bayous.





The "Maximo" and "Sea Gull" of the Hibbs snapper fleet.

At times, mullet and grouper have gone to as high as 18 and 20 cents a pound, but at present 10 cents a pound for these fish prevails throughout the State of Florida. As long as these two types of fish are kept at a stabilized price level, the St. Petersburg fishing industry will remain prosperous.

One of the most interesting recent activities of the St. Petersburg fishing industry has been the formation of the St. Petersburg Fishermen's Co-operative. Organized last April, it now contains about 60 members who own about 50 boats. It is the belief of this organization, and those well acquainted with the fishing industry of St. Petersburg, that co-operatives hold out the best hope for stabilization of price in the industry.

A unique development for St. Petersburg, and giving evidence of the progressiveness of its fishing industry, recently came to light with the launching of the 75' floating fish factory Sea Horse,



Mullet fishermen performing never-ending task of net mending.

an ex-Navy patrol boat. Under the command of Capt. Marvin J. "Jack" Miller and owned by Sea Horse Frozen Foods Co., the vessel will catch grouper, red snapper and other fish in the Gulf of Mexico and package and freeze them ready for market. Two 10-day trips a month to the 90-fathom curve are planned.

Five automatic reels of line, operated by electricity and made especially for the Sea Horse by Capt. Miller, will be installed on one side of the boat and each will require about 600' of line. Twenty-thousand pounds of fillets are to be produced by the crew of eight on each voyage. The program calls for the catch to be chilled, filleted, packaged and stored in a freezer. A temperature of 0° F. will prevail in the refrigerated hold and the freezer plates on which the fillets will be placed will register—20°F. These 9'x22" plates will be partitioned into sections of a size to accommodate a pound of fish each.

Capt. Miller, who has Elmer Fruehauf and others associated with him in the Sea Horse project, has been fishing commercially in the St. Petersburg district for some time and is thoroughly familiar with local waters. The venture will be watched with interest as it is one which may result in material changes in the commercial fishing industry of St. Petersburg.

Sea Lamprey Control Campaign Studied

Great Lakes Fisheries Menace Described and Program Outlined

F ISHERMEN of the Great Lakes region are facing a battle with the most dreaded marauder of the Great Lakes basin, the slimy, voracious creature known as the sea lamprey. After definitely identifying a specimen taken from the waters near Whitefish Point, Mich., Dr. Charles W. Creaser, biologist at Wayne University, Detroit, confirmed the presence of this unpopular creature in Lake Superior waters. Immature specimens recently captured in Lake Superior are prima facie evidence that the predatory parasite already has spawned in streams leading into the largest of the five Great Lakes which supports a \$1,000,000 trout fishing industry.

What fishermen, biologists, or anyone else can do to hold back the invasion of this evil-doer, which destroys edible fish wherever it goes, is not known," says Dr. Creaser, who for the past 25 years has been studying the sea lamprey's migration. 'As the lamprey moved successively from Lake Ontario, where he was native, into Lakes Erie, St. Clair, Huron and Michigan, we have been helpless to repel him," he explained. "We now know that not one of the Great Lakes is free of his mischief, and that this mischief is likely to increase unless some means is discovered of repressing it."

This eel-like water gangster has been responsible for a steady serious decline in lake trout numbers. Using Lake Huron as an example, since 1925 poundage of lake trout caught there dropped from 1,739,468 annually to a mere 117,410 in 1945.

Presence of the invading sea lamprey was first noted above Niagara Falls when a specimen was found in Lake Erie in 1921. In 1932, Dr. Creaser found evidence that spawning runs were taking place in Lake Erie, and later individual lampreys were taken from Lakes Huron and Michigan where they are now very numerous. Last Fall Lake Superior first felt its deadly presence, and Dr. Creaser's find is a definite confirmation.

Approximately 85% of all trout caught in the Lakes are badly mutilated and hundreds of thousands are killed each year by the lamprey. At current wholesale prices each fish killed

represents a loss of about \$1.50!

Description of Lamprey

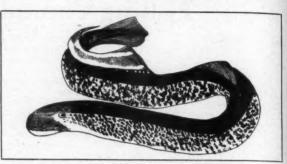
The lamprey combines the techniques of the octopus and a shark to do its dirty work. It attaches itself to the sides of edible fish, preferably trout which have small, thin scales, and with its needle-sharp suction-cup mouth, rasps holes through their scales and skin and feeds on the blood and muscle fiber. This action kills the fish or exposes them to fungus or other infections which may eventually kill them. Fishermen, when they take trout and other fish from the water, frequently find lampreys attached to them.

The sea lamprey should not be confused with the creature known as the Great Lakes lamprey which is innate to all five of the lakes, is smaller, and relatively harmless. The sea lamprey is easily identified once one has seen the parasite or a picture of it. The accompanying illustration is a fair facsimile.

The lamprey is one of the most primitive of vertebrates with a scaleless body, no paired fins, only one nostril, and a skeleton made not of bone but of cartilage. Although faintly resembling an eel in appearance, it is different from the true eel because it does not have ordinary upper and lower jaws and external gill openings, but it does have seven puncture-like holes on either side of its head. It measures from 12" to 30" long, has an average life span of seven years and spawns in streams during late May and June.

In many ways it is a mystery fish. Until research has revealed more about several now-known phases of the creature's life, scientific control is delayed. "Only time and study will tell where and to what extent the lamprey will change the extensive fisheries of the Great Lakes," Dr. Creaser believes.

"A misconception has led people to believe that contamination results when an edible fish becomes a victim of a lamprey," the biologist pointed out. "Actually nothing harmful takes place so far as the edibility of the victim fish is concerned. An understanding of this fact would help to overcome a part



A graphic likeness of the sea lamprey.

of the loss that fishermen suffer from the lamprey's evil-doing." The damage being done by the sea lamprey appears to be quite extensive and calls for a considerable amount of study and investigation as well as an attempt to apply control measures, Congress at its 79th session recognized the problem and directed the U. S. Fish and Wildlife Service to carry on such studies as are needed to inaugurate control measures. Various municipalities in Michigan, Wisconsin, and Illinois, bordering Lake Michigan, adopted resolutions during 1946 urging that action be taken.

Conservation Department representatives of the Great Lakes States met with the Fish and Wildlife Service to map out a cooperative program of study and control of the pest. Canadian representatives also were present at the meeting and are cooperating in the project. Several leading commercial fishermen of various States and Canada were there likewise and gave considerable assistance in planning the program, explaining the problem, and assessing damage that was being suffered by the industry. The Fish and Wildlife Service has agreed to assist each State by applying funds or manpower according to the needs in each State.

Efforts of Various Bodies

The Wisconsin phase of this problem is concerned with three principal points: (1) a detailed inventory of the damage to commercial species is to be made; (2) all the streams in Wisconsin tributary to Lake Michigan are to be observed for possible spawning runs of the sea lamprey; and (3) a study of blocking the spawning migration either through the use of various types of traps or the electric shocker is to be made.

The State of Michigan will carry on extensive studies of trapping methods and obtain further data on the spawning habits and survival of the larvae to the adult stage. The Conservation Department at Lansing, Michigan, is asking all fishermen to supplement their regular monthly production reports with the pounds of lake trout taken bearing sea lamprey scars, and to

record other occurrences of the parasite.

The laboratories of the Fish and Wildlife Service and Michigan State College will investigate the possible economic uses of the sea lamprey as a food and as a source of vitamins. The Canadian representatives plan the construction and operation of several traps in streams where fairly large runs are known to occur, and will conduct further studies to determine the extent of spawning and migration in other streams.

The fishery biology section of the U. S. Fish and Wildlife Service needs \$7,000 to start the work on study and control of the sea lamprey. If the money is not forthcoming this Spring full scale activity can not begin until the Spring of 1948. Congress has been asked to appropriate \$20,000 for the purpose.

Dr. John Van Oosten is in charge of the Great Lakes fisheries investigation for the Fish and Wildlife Service, with headquarters in Ann Arbor, Mich. He organized a sea lamprey committee in Michigan last year. This group pledged that a total of \$25,000 (\$10,000 each from Michigan and Ontario and \$5,000 from Wisconsin) would be used to combat the pest. In addition, Indiana, Ohio, Pennsylvania and New York agreed to provide personnel.

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Maine Redfish Draggers Make Big Catches

Following a quiet Winter, fishing activity in Rockland jumped to high pitch the middle of March when the fleet hit a big school of redfish in a Spring run off Mt. Desert Rock and on Grand Manan bank. From March 16 to 22 landings were over one million lbs. and in a 10 day period the F. J. O'Hara plant handled over 700,000 lbs. Prices ranged from 2 to 2½ cents and many boats came in with deck loads.

The Helen Mae 11, Capt. Frank Ross, away from port only 3 days, caught 95,000 lbs., in 6 drags, 10,000 of which were brought in on deck. The Mary A., Capt. Percy Spurling, had 75,000 in her hold and lost half of a 12,000 lb. deck load in rough weather. The Eugene H. brought in 130,000, of which 20,000 were carried on deck. The Ethel C., Capt. Emery Gallant, landed 100,000, the Dora & Peter, Capt. Ira Tupper, had 55,000 and the Althea Joyce, Capt. Donald Joyce, brought in 42,000 lbs.

Dispute Causes Tie-Up of Draggers

A dispute between the owners of several Portland fishing draggers and the Atlantic Fishermen's Union over the signing of contracts providing for a new division of operational expenses has kept the craft idle for over a month. The owners, who would be required to pay a greater share of the expenses under the new contracts, maintain they cannot operate on the basis of these demands.

The crew of the unionized steel dragger Silver Bay which brought in a record catch of 160,000 lbs. on March 26 refused to unload the vessel at Mid-Central Fish Co., whose draggers were not yet under contract with the Atlantic Fishermen's Union. As a result the Mid-Central fish cutters of the Seafood Workers Union were thrown out of work, and refused to process fish from any Union boats. An agreement was finally reached and unloading was resumed on March 31.

Most of the draggers which had signed contracts were taking their catches out at Gloucester early in April in order to secure higher redfish prices. It was said that Gloucester was paying 3c or more per pound for the fish, while Portland plants were paying only 2c.

Owners of several Portland gill netters signed contracts with the Union on April 7. However, 4 gill netters still had not been signed at that time.

Customs Regulations to Be Enforced

The Maine sardine industry may suffer considerably in the immediate future because of the failure of Congress to continue a waiver, provided in the Second War Powers Act, on Customs inspection of Canadian boats delivering sardines from the Bay of Fundy to Maine sardine canneries. The waiver was issued in 1943 by the Secretary of the Treasury.

issued in 1943 by the Secretary of the Treasury.

Prior to 1943, Canadian boats came into Maine without delay, reports indicate, because Customs officials recognized the need for speed and ignored the law. The recent emphasis on the possibility of foreign fishing vessels landing at U. S. ports, however, has influenced Washington headquarters of the Bureau to order more stringent enforcement of the law.

Rockland Votes Against Union

At a meeting held in Rockland on March 21 approximately 60 fishermen and some boat owners showed practically unanimous opposition to union affiliation in a standing vote. No union representatives were present at the meeting, although union delegates had previously visited the waterfront in an attempt to organize the Rockland industry.

Camden Launches "Albert & Vance"

The 36' x 10'8" x 3'4" lobster boat Albert & Vance was launched March 20 for Capt. Harold Bunker of Matinicus, Me. by Camden Shipbuilding and Marine Railway Co., Camden, Me. Built from a Clyde Young model, the boat has 1½ x 2¼ oak frames spaced on 9" centers, rift sawn 1½" fir planking and

(Continued on next page)



The 94'6" dragger "Albatross" being launched at Bristol Yacht Building Co., So. Bristol, Me.

"Albatross" Launched at Bristol

The 94'6" x 21'6" x 11'6" dragger Albatross, launched March 6 by Bristol Yacht Building Co., South Bristol, Me., was scheduled to be delivered to her home port of New Bedford, Mass. early this month. Owned by Antone Arruda and associates, she was sponsored by Mrs. Harvey Gamage, wife of the shipyard's owner. The vessel will join three other draggers in the Arruda fleet, the Gannett, Clipper Fish and Wild Duck, all of which were built at Bristol.

The Albatross is practically a duplicate of the 90' Wild Duck with the exception of her added length, 3' of which is in the engine room and 1½' in the hold. Her fish capacity of 200,000 lbs. is greater by 25,000 lbs. and her net tonnage is 100 compared to 89 for the Wild Duck.

Construction is exceptionally heavy, there being 4" moulded oak frames on 18" centers, 2\forall 4" oak planking and 3" x 4" fir decking. The deckhouse is sheathed with \forall 4" Weldwood, and the lower house and bridge are of steel. International paints were used. There are 8 bunks in the fo'c's'le, 4 in the cabin and one in the stateroom.

Propulsion power is supplied by a DMG-6, 400 hp., 400 rpm., Enterprise Diesel which turns a 64 x 38 Columbian propeller. The auxiliary set, made by Hathaway, consists of a 16 hp., 2 cylinder Lister-Blackstone Diesel and 7½ kw. Fairbanks-Morse generator and compressor. Other equipment includes Hathaway winch, deck gear and 5 hp. fish hoist; Edson steering gear and deck pumps, Shipmate range, two 215 lb. Danforth anchors, Bludworth direction finder, Submarine Signal Fathometer, Clark Cooper fog horn, and Kelvin-White compass.



The 36' lobster boat "Albert & Vance" built by Camden Shipbuilding & Marine Railway Co. for Capt. Harold Bunker of Matinicus, Maine.

13%" pine decking. Power is furnished by a 110 hp. Chrysler Crown engine with 2.5:1 reduction gear, which gave the boat a speed of 15 knots on her trial run. Other equipment includes a Columbian Bronze, 22 x 22 propeller, Columbian steering gear and shaft and a 100 gal. copper fuel tank.

Bill Would Increase License Fees

Senator George B. Morrill, Jr. of Windham has introduced a bill which would require commercial fishermen to pay a \$3 license fee, with an additional \$2 entitling them to a lobster license. Seiners and weirmen, now fee exempt, would have to pay a \$10 license fee under the bill, and scallop fishermen, also exempt, would be required to pay \$5.

exempt, would be required to pay \$5.

Lobstermen's licenses would be increased from \$1 to \$5, and wholesale dealers' licenses would be jumped from \$1 to \$50. License fees for resident interstate clam shippers would be raised from \$5 to \$25, while non-resident shippers' fees would be advanced from \$5 to \$100 and the \$1 license fee for seafood

retailers would be doubled.

Other pending legislation includes a bill which would remove restrictions on digging and shipping of shellfish in Knox, Waldo, Washington and Hancock Counties from May 15 to October 1. Another measure would permit deedholders of clam flats to use half of their total acreage for marine farming.

Shrimping Important in New Harbor

Shrimp, unknown in Maine a few years ago, now play an important part in the industry of New Harbor. The best shrimping grounds are said to be from the bell buoy to Pemaquid Point, and some are taken in John's Bay.

Fred Boynton of New Harbor landed 3,700 lbs. of shrimp one day recently, for which he received \$185. Shrimp bring

5c a pound.

Scarboro's Clam Propagation Program

Scarboro clam diggers who turn over three barrels of clams to Town officials for propagation purposes during the months of April, May and June will be required to pay only \$5 for their licenses, while those diggers who fail to cooperate in the work will have to pay \$25 for a license. The propagation program, which will be carried out in cooperation with the Maine Sea and Shore Fisheries Department, was agreed upon at the community's annual town meeting. Seed stock will be taken from areas not suitable for fast growth, and it is expected that many thousands of bushels of clams will be reclaimed.

Mine Sweepers Converted to Draggers

The former 97' mine sweeper Bold which was converted to the dragger St. Christopher by Frank L. Sample, Jr., Inc., Boothbay Harbor, was delivered last month to her owner, Capt. Philip Filetto of Gloucester. She has a 400 hp. Atlas Diesel.

General Seafoods Shipyard in Rockland is converting the 98'5" ex-Naval ship AMc 110 to a fishing dragger for John Bruno of Boston. The vessel is being completely renovated and will be arranged to carry 175,000 lbs. of fish. She will be repowered with a new 400 hp. Atlas Diesel.

New Smack "A. C. McLoon"

The 64'10" x 16' x 6' dry lobster smack A. C. McLoon was launched by W. S. Carter Boatyard, Friendship, Me. on March 8 for A. C. McLoon Co. of Rockland, Me. She was christened by Mrs. A. C. McLoon, wife of the head of the McLoon Company, and will be skippered by Capt. Sidney Sprague of Rockland. Designed by the yard, the vessel has a capacity for 30,000 lbs. of lobsters in crates and has accommodations for two men in the fo'c's'le and one in the pilot house. She is constructed with double steam bent 13/4 x 33/4 frames, 13/4" oak planking, 10" keel and 13/4" pine decking. She will be powered with a 175 hp. Fairbanks-Morse engine with 2:1 reduction gear which is expected to drive her at 11 knots. The boat is equipped with a New England gasoline hoist, 150 lb. Danforth anchor, Kaar direction finder, Western electric telephone, and Shipmate range, and is painted with Pettit paints.

Several New Lobster Boats

Stonington-Deer Isle Yacht Basin, Stonington, Me. launched the 36' combination lobster boat and seiner Ellena on March 25th. The boat is owned by Capt. Alfred Fredette of Owls Head and will be operated out of Matinicus this Summer. Built from a modified Rich design, the craft is powered with a 115 hp. Chrysler Crown.

Hodgdon Bros. of East Boothbay, Me. have just completed a

27' lobster boat of their design for J. T. O'Connell, Inc. of Newport, R. I. which is powered with a 100 hp. Osco engine with 2:1 reduction gear. Another boat of the same design is being built for Riley Davis of Thomaston, Me. which will be powered with a 110 hp., direct drive Chrysler Crown engine.

Two lobster boats recently built by Rockland Boat Shop of Rockland include a 36-footer for Wilmer Ames of Matinicus which is powered with a 100 hp. Kermath engine with 2.5:1 reduction gear, swinging an 18 x 24 Columbian propeller; and a 30-footer for Gordon Chapin of Stonington, Me., powered with a 77 hp. direct drive Gray engine turning a 16 x 10 Columbian propeller. Both boats are painted with International paints. The Company is now building a 26' lobster boat for H. W. Hutchins of Cape Porpoise, Me. which will be equipped with a 90 hp. Flagship engine.

Reed Bros., Boothbay Harbor, are finishing a 35' lobster boat for Jensen and Flanagan of Portland which will have a 2:1 reduction 110 hp. Chrysler Crown engine. They are building a 30' lobsterman for John Dyer of South Harpswell, which will be powered with a Chrysler Crown straight drive. The Maurice Davis, owned by Portland Fish Co., Portland, is being recon-

ditioned.

Goudy & Stevens Yard Busy

Goudy & Stevens, East Boothbay, Maine are completing a 40' stop seiner for Capt. Walter Tibbetts of Southport, who fishes for the Seaboard Packing Co. Designed by Everett Barrow, the boat will be powered with a 2:1 reduction, 110 hp. Chrysler Crown engine. A duplicate of the Tibbetts boat is being built for Capt. Quinton Barlow of East Boothbay, to be powered with a 2:1 reduction Chrysler Royal engine. This boat will fish for the Trident Packing Co. A Chrysler Crown engine with 2:1 reduction is being installed in the 37' stop seiner Sheila owned by Capt. Leland Snowman who fishes for R. J. Peacock Canning Co.

The yard has done a major overhauling job, including the installation of a new pilot house, rigging and rudder, on the 78' sardine carrier Helen McColl owned by Seaboard Packing Co., Lubec. They also have overhauled the sardine carriers Sylvina W. Beal and Conqueror, owned by R. J. Peacock Canning Co.,

Lubec.

Goudy & Stevens are rebuilding the sardine carrier Trident owned by the Trident Packing Co. of Portland, which was badly damaged by an explosion last Summer. The vessel will be repowered with a 165 hp. Gray Diesel. The 76-year-old freight boat Lewis R. French owned by Seaboard Packing Co., Lubec, and used for freighting sardines to the Eastport railhead, is having a general overhaul.

Overhauling at Southwest Harbor

Several vessels have been overhauled recently by Southwest Boat Corp., Southwest Harbor, Me. The 61' dry smack Bajupa, owned by Rackliff & Witham of Rockland and skippered by Capt. Joe Billings received a major engine overhaul. The 68' sardine carrier Medric owned by R. J. Peacock Canning Co., Lubec, also had a major engine overhaul and was equipped with 1500 watt Fairbanks-Morse auxiliary generating set. The 72' sardine carrier Joyce Marie owned by Addison Packing Co. Southwest Harbor, and skippered by Capt. Fred Lewis was fitted with new pilot house and Captain's quarters. New bulkheads were installed, the forward hold was enlarged and the after hold rebuilt. The vessel was equipped with a new Fairbanks-Morse generating plant and a six-71 General Motors rebuilt Diesel. The 64' twin screw freighter Duke owned by Seaport Navigation Co. of Eastport received hull alterations and repairs and was equipped with a new 110 hp. General Motors Diesel on the port side. She has a 3 cylinder, 85 hp. General Motors Diesel on her starboard side.

Oyster Convention In June

The 1947 Joint Annual Convention of the Oyster Growers & Dealers Assn. of North America, Inc.; Oyster Institute of North America; and National Shellfisheries Assn. will be held June 3, 4 and 5 (directors' meeting June 2) at The Berkeley-Carteret Hotel, Asbury Park, N. J. The program, which is designed to bring out discussions of the practical problems of the industry, will consist chiefly of speakers from the industry or persons concerned directly with their subject.

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75-Ft. Dragger "David A." **Noteworthy Addition** To Rockland Fleet

The trim new 75' dragger David A. added an outstanding milestone to her successful career on March 20 when she landed 126,000 lbs. of redfish at Rockland, Maine after being away from port only four days. Her hold was filled to capacity with 105,000 pounds, with the balance of her catch carried on deck.

Owned and operated by Capt. Carl S. Reed, Sr. of Owls Head, Me. the dragger started fishing last November. She was built by Morse Boatbuilding Co., Thomaston, Me. from designs of Albert E. Condon, Fairhaven, Mass., and has proven to be an easy-handling boat that sits in the water like a duck and has good towing power and ample speed. For a dragger of her size, she has very large capacity and commodious quarters.

The David A. is named for the grandson of her owner. Carl Reed, Jr. is mate and Carl F. Philbrook is engineer. Capt. Reed formerly owned the Carlannsul and more recently was

skipper of F. J. O'Hara's Jeanne D'Arc.

The vessel is heavily constructed, having double 3" x 6" sawn oak frames on 16" centers, 2\frac{1}{2}" oak planking, 2\frac{1}{2}".

Oregon fir decking and hard pine ceiling, clamps, shelf and bilge stringers. The accompanying plans, which were originally made for a 71-foot dragger, were lengthened 4 feet by adding 3 frames at the greatest beam, and the deckhouse was extended to the stern to give net stowage space and to provide a place for the crew to congregate when not engaged in fishing work. The vessel has a beam of 18' and draft of 9'6", and her net tonnage is 51 tons. She is painted with Pettit paints.

At the present time the David A. carries a crew of six, but there are bunks available for 8 forward and 2 aft in addition to the berth in the Captain's stateroom. The fo'c's'le is well



The 75' Rockland dragger "David A." owned by her skipper, Capt. Carl S. Reed, Sr. (inset) of Owls Head, Me.

supplied with locker facilities and has a conveniently arranged

galley fitted with a Shipmate range.

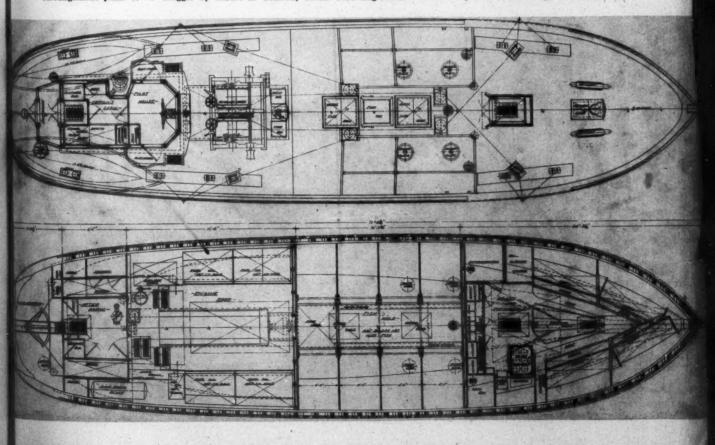
The David A. is powered with a 265 hp., 900 rpm. Model D-38MR3 Hendy Diesel with 3:1 reduction gear, and Sperry hydraulic controls. The engine swings a 58 x 46 Federal propeller on a 4" bronze shaft, giving the vessel a speed of 9½ knots. Macmillan lubricating oil is used on the boat. The auxiliary generating set is a 2 kw. U. S. Motors unit with air compressor and bilge pump. Batteries are 32 volt Exide. The power equipment was sold by J. H. Westerbeke Corp., Boston.

Navigating equipment includes a 25-watt RCA radiotelephone, RCA direction finder, Submarine Signal Fathometer, Ritchie com-

pass and Diamond Screw steering gear.

Equipment on deck includes a Hathaway winch with Roebling wire rope, 250 lb. Danforth anchor, Plymouth cordage, Linen Thread Co. Gold Medal nets, and Edson deck pumps.

Arrangement plans of 71' dragger by Albert E. Condon, which were lengthened 3 frames to provide basic design for "David A."



Florida Group Urges Tax Levy for Advertising

The Florida Commercial Fisheries Association, which held its annual convention at Jacksonville on March 10, unanimously approved a resolution calling upon the State Legislature to levy a special tax upon catches of edible fish in order to provide an advertising fund for Nation-wide publicizing of the product. It was proposed that the first year's tax be 5c per 100 lbs., and that oysters, clams and lobsters be excluded from the levy. Fishermen estimated that taxable production probably would exceed 100,000,000 lbs. annually, thus providing an advertising fund of more than \$50,000.

The Association also recommended that the State declare regular closed seasons on mullet and trout, during which both the taking and sale of these fish would be prohibited. Fishermen and dealers would be given a five-day "grace" period at the beginning of the closed season to dispose of stocks on hand. The proposed closed season for mullet would be from December 1 to January 20.

The meeting was addressed by Harold Colee, executive vicepresident of the State Chamber of Commerce, who urged the creation of a stronger organization among commercial fishermen, a readier acceptance of new methods and technique in the industry and more vigorous marketing programs. He suggested that fishermen study the far-reaching influence commercial fishing has upon the State's economy, and apply this knowledge toward the solution of their problems.

At the conclusion of the session all incumbent officers and directors of the Association were re-elected, including L. C. Yeomans of Crystal River, President.

Resume Fishing in Lake Okeechobee

Commercial fishing was resumed in Lake Okeechobee on March 19, after County Judge J. M. Couse had ruled that fishermen could no longer be held criminally responsible for commercial operations in the Lake. Judge Couse held that the 1945 legislative act declaring the Lake salt water and under jurisdiction of the State Board of Conservation had not been declared unconstitutional, and quashed an affidavit in which John Whidden was arrested in a test case. The Lake had been closed to commercial fishing since last October 1 by order of the Florida Game and Fresh Water Fish Commission.

To Fight Foreign Sponge Competition

Several factions of the Tarpon Springs sponge industry have started an all-out effort to lessen the growing competition from low-priced Mediterranean sponge imports by obtaining a higher sponge tariff.

A group of Tarpon Springs sponge boat owners, captains and crew members recently held a series of emergency meetings, and appointed a committee composed of City Commissioner Mike Bouchlas and Mike Samarkos, chairman of the community, to go to Washington and bring their problems before the Ways and Means Committee. They hope to have the Tariff Commission conduct a hearing at Tarpon Springs on the matter, and are raising a fund of \$25,000 to carry out their plans.

Membership of the Tarpon Springs Sponge Exchange, which sponsors the sponge auction, is divided on the sponge tariff issue, and several members are reported to be actively engaged in buying and selling European sponges. However, the Pinellas County Commission, which met recently at Clearwater, went on record as in favor of higher tariffs.

Closed Season on Crabs, Crayfish

J. T. Hurst, State Supervisor of Conservation, recently announced a closed season on stone crabs and crayfish, from March 21 through July 20. It is unlawful to catch, possess or sell stone crabs or crayfish during the closed season; however, those in freezers at the beginning of the closed season may be sold.

Shrimp Boats Blessed

Some 100 boats of the Florida shrimp fleet were blessed by Reverend Father Daniel C. Hegarty at St. Augustine on March 30. A squadron of planes from the Jacksonville Naval air station winged over the bay in a Naval salute to the boats and the men who man them, and a flowered anchor was cast into the water in memory of fishermen lost at sea.



The 53' oyster dredger "New Princess" owned by Marin Delo, New Orleans, La. She is powered by a 45 hp. Atlas Imperial Diesel, and equipped with Hyde propeller, Columbian rope.

Gulf-Mexican Relations Discussed at Hearing

The right of United States fishermen to work in Mexican waters, interstate difficulties and competition from Mexican fishermen were discussed at a State Department hearing held in New Orleans, La. on March 4, and attended by Gulf fishermen, dealers, conservation department officials and union representatives. William E. S. Flory, acting chief of the Fisheries Branch of the State Department, was present, and declared in an opening statement that recent seizures of United States fishing vessels off the coast of Mexico are symptomatic of a number of unsolved fisheries problems existing between the two nations, and have emphasized the need for taking these problems up with the Mexican Government in order to arrive at an equitable and lasting solution.

He asserted that it seemed desirable for such a solution to assure that United States fishing vessels could operate on the high seas without unnecessary interference, and could enter Mexican territorial waters under conditions acceptable to the Mexican Government and fair to our fishermen.

He outlined the following four issues as pertinent to the purpose of the meeting: the definition of the extent of Mexican jurisdiction over the fisheries; rights and privileges of United States fishermen in Mexican territorial waters in case of storm or distress; the right of United States fishermen to fish in Mexican territorial waters, use Mexican port facilities and land establishments; and the necessary conservation moves which might be undertaken jointly by the United States and Mexico for the long-range benefit of all concerned.

The Congress of Seafood Producers Union Representatives which has members in Texas, Louisiana, Mississippi and Alabama, met at Galveston on March 8. The group went on record as favoring a bill recently introduced by Congressman James Domengeaux of Louisiana, which provides that total imports from Mexico of fresh, canned and processed shrimp in any one calendar year beginning with 1947 shall not exceed the largest total quantity of such imports during any calendar year between January 1, 1942 and December 31, 1945.

Additions to Fleet

F. P. Tower of the Jumbo Shrimp Co., Morgan City, La., is having a minesweeper converted to shrimping at the Inter-coastal Shippard. Named the *Grace and George*, the craft will be skippered by Dalton McElroy.

Latest addition to the fleet of the Ramos Shrimp Co., Patter-

Latest addition to the fleet of the Ramos Shrimp Co., Patterson, is the 66' all-steel trawler Captain Cracker. The vessel was built at the Burton Yard, Port Arthur, Texas.

Closed Season Shortened

The executive order recently issued by the Commissioner of the Louisiana Department of Wild Life & Fisheries prohibiting the use of any type of fish netting, fish seines and fish trammel nets in inside waters between the dates of March 16 and May 31, 1947, and 1948, has been amended to make it effective April 1 instead of March 16.

The Mississippi Seafood Commission has adopted a similar

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regulation, under which the use of nets and seines will be barred in commercial salt-water fishing during the spawning season in coastal waters, from March 16 to May 31, inclusive. Shrimping and sport fishing are not affected.

Open Season for Shrimping

Open season for shrimp trawling in Louisiana's inside waters began March 16, and from that date until June 10 there will be no restrictions on shrimp trawling in either inside or outside waters, according to Luther S. Montgomery, Wild Life and Fisheries Commissioner. The closed season against shrimping in inside waters went into effect December 15. Under a bill adopted at the last session of the Legislature, the State will enforce a closed season on shrimping in both inside and outside waters from June 10 through August 11.

To Study Effect of Oil Explorations

The Louisiana Board of Liquidation has approved the request of the Department of Wild Life & Fisheries for an extra appropriation of \$31,290 to be used during the remainder of the current fiscal year in a study of the effect of oil exploration work on the seafood industry.

Discusses Expansion of Industry

F. W. Elmer, secretary of the Mississippi Seafood Commission, outlined the possibility of expanding the \$10,000,000 a year Mississippi seafood industry into a \$30,000,000 business in a recent address before the Biloxi, Miss. Lions Club. Mr. Elmer stated that a Government survey of coastal areas revealed that 100 square miles of the best oyster grounds in the United States are located off the Mississippi Coast, and added that if funds could be secured to plant one-fourth of these bottoms the industry could be enlarged greatly.

Avondale Launches Fourth Tuna Clipper

The recent launching of the 132' all-steel tuna clipper Sun Jason, by Avondale Marine Ways, Inc., New Orleans, La., marked the completion of the fourth in a fleet of sister-ships built by that firm. New Orleans holds the distinction of being the only city, other than Pacific Coast centers, where tuna clippers have been built.

The vessel left New Orleans the latter part of March on her maiden voyage to the Galapagos Islands under the command of Capt. Lazaro M. Massa, one of her 14 owners. Her home port will be San Diego, home of Sun Harbor Packing Co., whose

house-flag she flies.

Pacific fishermen are well pleased with the performance of the ships, according to C. W. Drake, part-owner of all four. He said that the first three have had fast, successful voyages.



The all-steel, 132', yacht-like tuna clipper, "Sun Jason", at Avondale Marine Ways, Inc., New Orleans, before launching.



The 52' shrimper "Barbara" owned by Roy Rosalis of Biloxi, Miss. and skippered by Capt. Sidney Bremaux. She has a capacity of 160 bbls. and is powered by a 78 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear. Other equipment includes Columbian propeller, Ederer nets, Willard batteries.

Menhaden Netting Prohibited

A new regulation of the Alabama Conservation Department prohibits the catching of menhaden by use of nets of any type in Alabama's territorial waters. This regulation repeals a previous one which became effective in April, 1946 and allowed commercial fishermen to seine for menhaden, and which was opposed by sport fishermen on the grounds that the catching of menhaden reduced the food supply for food and game fishes.

Texas Shrimp Migration Being Investigated

Biologists of the Fish and Wildlife Service and representatives of the Department of State tagged approximately 6,000 shrimp during March between Port Isabel and Tampico, Mexico, in an effort to shed some light on the migration of these shellfish. Dr. William W. Anderson, head of Shrimp Investigations of the Fish and Wildlife Service at New Orleans, was in charge of the program, assisted by Dr. Joseph King, also of the Service's New Orleans branch, and Dr. Milton J. Lindner of the State Department mission to Mexico.

The Fish and Wildlife Service is offering a reward of 50c for each tagged shrimp returned with information concerning the date and location of capture. For the tags alone or parts of the

shrimp, the reward is 25c.

Oyster Planting Program

An experimental oyster planting program was begun the latter part of March in South Bay, near Port Isabel, under the direction of Joel W. Hedgpeth, marine biologist of the Game, Fish & Oyster Commission. Small oysters from the shores will be moved to a six-acre area in the middle of the bay, and the larger clusters will be broken up in order to give the small oysters a chance to grow more rapidly. An additional six acres will be planted with old shell to provide cultch for oyster spat, and the planted areas will be closed for at least two years.

Out-of-State Shrimpers Restricted

In order to protect the Texas shrimping industry, Governor Jester signed a bill on March 26 which provides that any out-of-state boat sold to a Texas operator must remain idle for 2 years before becoming eligible to fish in Texas coastal waters. This measure climaxed the Texas-Louisiana shrimper war which began in 1945 when the Legislature placed restrictions on out-of-state boats fishing in coastal waters, following the invasion of Louisiana boats.

Port Isabel Assn. Elects Officers

The Port Isabel local of the Texas Fishermen's Association recently elected the following officers for the ensuing year: president, J. E. Watkins, replacing Bruce Derry; vice-president, Pedro Zurita, replacing J. E. Watkins; secretary, Joe Gilsinger, replacing Eddie Sawyer; and treasurer, C. C. Richardson, replacing V. V. Jenkins.

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The 90' dragger "Clipper Fish" recently built by Bristol Yacht Building Co., So. Bristol, Me., for Antone Arruda and associates of New Bedford, Mass. Right, her skipper, Capt. Jack Ross. She is powered with a DMG-6, 400 hp. Enterprise Diesel.

Long Island Report Gives Fluke Fishery Analysis

Based on an intensive investigation into the life history and economics of the fluke of Long Island waters by the New York Conservation Department, the Fish and Wildlife Service and the Town of Islip, a recently released report indicates the importance of this species. The 1946 catch of Long Island fishermen reached 6,000,000 lbs.

As a result of tagging operations it has been found that fluke take a seasonal migratory trip to Long Island waters and repeat this itinerary in succeeding years. One stock of fish proceed immediately into the bays and another stock stays outside of the Barrier Beach in the Atlantic Ocean. Tagging also has indicated that the fluke of Long Island waters are available to and are caught by the Winter trawl fishery in significant quantities.

From the foregoing it thus would appear that there is little competition between the Summer trawl fishery for fluke in Long Island waters and the recreational fishery conducted in the bays. On the other hand, any effort to abate the Summer trawl fishery would only make available that much more fluke for the Winter trawl fishery.

The report concludes with a warning that there is need for a careful and economical utilization of the supply of fluke since it has been demonstrated that there is a high fishing intensity for this species of fish.

Scallops Covered with Sand

Thousands of dollars worth of scallops in the area of Little Ram Head, Greenport, were covered with sand and lost during a recent easterly gale. Baymen had been working the area since about January 20, and had taken approximately \$3,000 worth of scallops. Since the disappearance of seaweed or eelgrass along the coast, many scallop beds have been ruined by sanding.

Oldest Fish House

Middleton, Carmen & Co. of Fulton Market is said to be the oldest fish house in the United States. The firm which was established in 1820, has moved a few times but has always been within two blocks of its original location.

There are three generations of Walkers in the firm. John W. Walker is president and treasurer of the concern, and he personally has been engaged in the fish business since the early 1880's. The same family is connected with W. M. Walker Co., Inc., in Chicago.

"Shad in the Shadow of Skyscrapers"

The March issue of The National Geographic Magazine featured an illustrated article entitled "Shad in the Shadow of Skyscrapers", which describes shad fishing in the Hudson River.

The story states that shad are found in thirty-odd rivers of the North Temperate Zone as far up as the St. John, in New Brunswick, and that the Hudson River industry, which is active during the 7 or 8 weeks in the Spring when the fish spawn, is a quarter-million dollar business.

New Bedford Union Votes To Limit Catches

Following the adoption of similar regulations by Boston, members of the Atlantic Fishermen's Union met at New Bedford on March 14 and voted to restrict catches of most species of fish to 6,000 lbs. per crew member. The Union also voted to set a 2,000-pound per man limit on cod, to bar all pollock landings, and to continue in effect until May 1 the 10,000-pound per boat restriction on yellowtails. Under the new ruling, which went into effect immediately, the larger New Bedford draggers will be limited to approximately 60,000 lbs.

Three Draggers Change Hands

Three draggers which fish out of New Bedford, the Cape Ann, Francis J. Manta and Freddie and Matthew, were sold at auction recently. The Cape Ann and the Freddie and Matthew were purchased by Leon Dobson of New Bedford, and the Francis J. Manta was bought by Ernest Flood.

Dartmouth Has Big Shellfish Yield

The Dartmouth shellfish catch for 1946 was valued at \$100,000 and was among the largest of any town in the State, according to Shellfish Inspector John J. Perry. Mr. Perry reported that the closed area of the Apponegansett River north of the Padanaram Bridge will be opened to commercial shellfishing next Fall, provided the bivalves are ready for harvesting.

Seed Oysters Planted at Cotuit

The Cotuit Oyster Co., Cotuit, planted approximately 12,500 bushels of Long Island seed oysters this Spring, which amount is about one-third more than was planted last year. The Company was forced to surrender about 10 acres of its planting area at the mouth of the bay where dredging is planned, but has acquired another grant which brings its acreage slightly above previous figures. Henry Robbins, manager of the firm, predicted that this year's oyster production would be somewhat above that of last year, but not up to the peak of the War years.

Two Draggers Repowered

The New Bedford dragger Camden, owned by Knut Knutson was recently repowered by a 200 hp., 900 rpm. Hendy Diesel with 2:1 reduction gear and 48 x 34 Columbian propeller, installed at Hathaway Machinery Co. The Malvina B., owned by Josef Isaksen, also was repowered with a 200 hp. Hendy, and both engines were sold by J. H. Westerbeke Corp., Boston.

THIS IS THE WOLVERINE DIESEL

That Powers Many Boats in the Atlantic Fishing Fleets

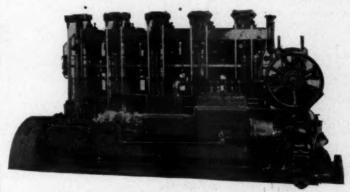
This engine is a typical example of Wolverine's rugged construction, together with relative simplicity of design and operation. Experience has shown that the installation of a Wolverine engine represents a most worth-while investment, and dividends are returned over a long period of years. Here is what you get

An honestly built and rated engine, made of the best materials obtainable.

Extra long life with steady lugging ability, 24 hours a day, 7 days a week.

Handy maintenance service, and a competitive price with reasonable terms to suit the purchaser.

We have several rebuilt engines on hand. They carry a new engine guarantee, and can be delivered immediately. Horsepower range 140-230. Term payments can be arranged.



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World's Largest Builders of Submarines GROTON, CONNECTICUT

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Great Lakes Having Big Smelt Run

Catches of smelt in Green Bay early in March were larger than they had been at any time since 1942, and commercial fishermen were of the opinion that 1947 Spring spawning runs in Delta County would be comparable with those of five years ago, when literally millions of the small, silver fish swarmed into the Bay. Catches at Escanaba have increased steadily since the first smelt were taken some weeks ago, and Hansen & Jensen Fish Co. of that port was receiving 1,500 to 2,000 lbs. of the fish daily early in March, for which fishermen were paid 23 to 24c a pound. Smelt are reported to be moving toward shallower water, and were being caught in 40' depths early in March.

Good-sized smelt dippings are expected in the Tawas, Mich. region, from Alpena to Cheboygan, and along the Lake Superior shore. Lake Charlevoix Winter fishing has indicated a good run at Boyne City, Mich., but Cold Creek at Beulah is closed to dipping this season. The Wisconsin Conservation Commission has expressed itself as willing to permit smelt seining in the Chequamegon Bay on Lake Superior, although the area is reserved for sports fishing.

Seek Action on Pollution

A group of Michigan commercial fishermen and others interested in anti-pollution action attended a hearing on the matter March 3 before the Senate State Affairs Committee, and proposed that June 1, 1949 be set as the deadline for the dumping of sewage and industrial wastes into the State's waters. A maximum three-year extension would be provided for any polluting agency unable for financial reasons to meet the deadline. These provisions are sought as an amendment to a bill introduced by Senator Frank Heath of Bay City, which covers certain aspects of the pollution situation.

A five-man legislative committee to investigate pollution of the Great Lakes and inland waters in the interest of protecting the commercial fishing and recreational industries is asked in a concurrent resolution now before the Michigan House of Representatives.

Two Producers Organizations Affiliate

The Whitefish Bay Fish Producers Association, which met recently at the Dollar Settlement, Brimley, Mich., voted to affiliate with the Michigan Fish Producers Association. Merlin Taylor was elected president; Ellis Wilcox, vice-president; Gordon MacDonald, secretary; and Clifford Gerhart, treasurer.

The following were elected to the board of directors: Percy Parrish, Woodrow Wilcox, Nels Nelson and James Milligan. A spokesman for the group stated that the action would result in closer harmony in the fishing industry.

The Michigan Fish Producers Association organized a Charlevoix branch on March 4. John Cross was elected president; Mike Cull, vice-president; and Joe Arvilla, secretary-treasurer.



The 35'8", welded steel, trap net boat "Mystic II" owned by Whitehurst Fisheries, Vermilion, Ohio. She is powered by a Chrysler 8 which gives her a speed of about 20 mph. and she is equipped with a self-bailer with scuppers aft.



The 41' trap net boat "Belle H." owned by Hamell Fishery, East Tawas, Mich., and equipped with Ederer nets. She is planked with 1½" fir and ironed-off all around with 26 gauge galvanized iron while her framés are 1½" x 1½" on 8" centers. Her 125 hp. Cummins Diesel turns a 22 x 14 Federal propeller, giving a speed of 13½ mph.

Manistique Fleet Begins Operations

The Manistique, Mich. fishing fleet began operations for the season on March 3, when a number of fish companies set their nets. The season began slightly earlier this year than last, and the entire fleet was expected to be operating by the end of March.

Dunkirk, N. Y. boats, which were still tied up around the twentieth of the month, expected to start operations as soon as favorable winds lifted the ice blockade on their side of Lake Erie. They reported that the north shore of the Lake was open, and that fair catches of pike, herring and perch were being made by Canadian boats.

Lake Superior Ice Fishing

Considerable ice fishing operations took place early in March along the shores of southeastern Lake Superior from Marquette to Sault Ste. Marie, Mich. Good catches of whitefish, sizable takes of herring and fairly good hauls of trout have been made recently in the Whitefish Bay territory of Chippewa County, Michigan. Some ice fishing has been done at Munising, with small catches of herring, whitefish and trout having been taken.

Albert C. Beutel Dies

Albert C. Beutel, 89, pioneer Bay City, Mich. commercial fisherman, died on March 26. Mr. Beutel entered the fishing industry at the age of 18 and operated his own business on Saginaw Bay and Lake Huron from that time until his retirement 25 years ago.

Make Good Perch Hauls in Green Bay

Sizable perch hauls were made in some parts of Green Bay early in March, but the bulk of the catches in Western Green Bay consisted of lake suckers. Whitefishing in Little Bay de Noc was steady and lake perch catches were fair, but no sizable herring or trout takes were made.

Bill Would Prohibit Log Rafting

At the request of Lake Superior commercial fishermen, Senator Arthur Lenroot, Jr. recently introduced a bill which would prohibit the rafting of unpeeled pulpwood and other logs across Lake Superior into Wisconsin waters. Fishermen claim that the rafting of logs across the Lake has cost them thousands of dollar through damage to nets and fishing grounds.

Vermilion, Ohio Season Opens

The Vermilion, Ohio fishing season opened on March 15, and the gill netters were able to reach open water after breaking the ice at the harbor mouth. So far the lifts have been light, but an increase is expected.

Among the vessels in the Vermilion fleet are the Beatrice A, skippered by Russell Appeman; Lester K., Shirley Lumley; Henry L., George Leidheiser; Martha M., Lloyd Leidheiser; Don, Capt. Alva Snell; Myron K.; H. B. Kishman; Edward K.; and J. C. S.

The J. C. S. is a new 37' x 11'3" x 2'9" steel trap netter, built and designed by Marks' Welding for James and Charles Snell. The vessel is of the cabin type, and is powered by a six cylinder, 104 hp. Chrysler Crown engine. She is capable of a speed of 15 knots per hour.

IN



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saw this country develop the three-masted schooner, saw this vessel become most important in the coast-wise trade. Large, seaworthy, easily handled by a small crew, the three-masted schooner rapidly monopolized and expanded our coastal trades. While roads and rail-roads were meager or nonexistant, these schooners and the men who sailed them were our most valuable means of industrial transportation. To these ships and to their crews must go much of the credit for the rapid development of our nation.

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Gloucester Seiners Land First Mackerel Trips

The first mackerel trips of the 1947 seining season, totalling 128,000 lbs., were landed at Norfolk, Va. on March 18 by three Gloucester vessels. The mackerel were all large, weighing one pound or more per fish, and were caught 40 miles southeast by east of Cape Henry, Va. on the previous day.

The three seiners which landed the mackerel included the Santo Antonino, Capt. John Vidala, which had 50,000 lbs.; Rosie and Gracie, Capt. Joe Pallazolla, 43,000 lbs.; and Yankee, Capt. Cyril

Dyett, 35,000 lbs.

Only four Gloucester mackerel seiners had started operations by the latter part of March, but a second group of seiners was scheduled to leave soon, including the following: Eleanor, Capt. James Ciaramitaro; Jean & Patricia, Capt. Stanley Baker; Alden, Capt. Frank Mineo; Frank F. Grinnell, Capt. Alphonse Mineo; Gloucester, Capt. Frank Foote; Natale III, Capt. Anthony Linquata; Bethulia, Capt. Phil Curcuru; Capt. Drum, Capt. Gus Demetri; Jackie B., Capt. Bennie Randazza; Mary W., Capt. Sam Scola; Ida & Joseph; and Rose Marie.

A total of 202,000 lbs. of mackerel were landed at Norfolk, Va. on March 29 by 14 draggers. The landing of mackerel by draggers at this time of year was reported to be a most unusual occurrence, and was said by some authorities to be indicative of

an early mackerel season.

To Study Expansion of Canning Industry

The Gloucester Development Committee, which held its second meeting on March 13, appointed a committee to investigate the possibility of introducing new fish canning plants into Gloucester or expanding present ones. It was pointed out that the proposed canneries could buy surplus fish, thus eliminating the need for limiting trips.

The committee includes Alderman John B. O'Connell, chairman; Frederick McG. Bundy, Gorton-Pew Fisheries Co., Ltd.; John F. O'Hara, Davis Bros. Fisheries Co.; Capt. Benjamin Curcuru, Producers Fish Co.; and William S. Webber, chairman

of the Planning Board.

Big Trips

Analyded among good trips landed at Gloucester recently were the following: Florence and Lee, Capt. Reginald Pike, 97,500 lbs.; Curlew, Capt. Robert Fralic, 153,000 lbs.; Pilgrim, Capt. Joe Jaqueta, 130,000 lbs.; Columbia, Capt. Bert Hemeon, 206,000 lbs.; and Hilda Garston, Capt. Mickey Densmore, 147,000 lbs. The dragger Barbara C. Angell, Capt. Cecil Moulton, which usually fishes out of Boston, landed 158,000 lbs. of groundfish at Gloucester on March 10 after a 10-day trip, stocking about \$8,000.

Première of "Men of Gloucester"

The première of Ford Motor Company's technicolor film, "Men of Gloucester", was held at that port on March 5, with an estimated 1300 people in attendance. The motion picture, first in Ford's series of six institutional films entitled "Americans at Home", features the Blessing of the Portuguese-American fleet and St. Pener's Fiesta, as well as mackerel seining aboard the Santa Maria. As a token of gratitude to Ford for having made the picture, 80 lbs. of fillets packed by Cape Ann Fisheries, Inc. were shipped by plane to Henry Ford II, president of the Company.

Thomas S. Gorton Dies

Thomas S. Gorton, 76, retired vice-president of Gorton-Pew Fisheries Co., Ltd., died in Fort Lauderdale, Fla. on April 1. Mr. Gorton had been active in the Gloucester fishing industry for more than 60 years, and had been vice-president of Gorton-Pew for 25 years. He retired 4 years ago.

Four Draggers Launched at Essex

Four large wooden draggers were launched recently by three shipyards in Essex, Mass. within a period of two weeks. Arthur D. Story Shipyard, Inc. put over the 90' Famiglia II on March 22 for Capt. Salvatore Passanisi and Vincent Tringali of Boston. To be powered by a 250 Atlas Diesel, the vessel will be skippered by Capt. Dominic Tringali.



The crew of the ill-fated Gloucester dragger "Catherine L. Brown" leave their sinking ship and climb aboard the Socony-Vacuum tanker "Calusa". The dragger sprang a leak off Cape May, N. J., Feb. 26. The crew was rescued the next morning.

On March 25, the same yard launched the 109' Kingfisher for Lawrence C. McEwen of Gloucester and Thomas F. Hudgins of New York. She was sponsored by Mrs. Hudgins and will be commanded by Capt. Robert A. Fralic. Her power will be a 425

hp. JS6 Cooper-Bessemer Diesel.

The largest vessel to be built in Essex since the days of 3masted schooners was launched by Story Shipyard on April 3 when the 115' dragger Mother Ann slid down the ways. She was christened by Mary Lou Carroll, 9-year-old daughter of Eben Carroll, Jr. vice president of Gorton-Pew Fisheries Co., Ltd. of Gloucester, owners of the vessel. This craft will be powered by a 550 hp. Cooper-Bessemer Diesel and have a capacity of 275,000 lbs.

On April 5, James Shipyard launched the 90' scallop dragger Bright Star for Soffron Bros. of Ipswich, Mass. She will be equipped with a 165 hp. Atlas Diesel.

Recommend New Clam Cleansing Method

Following a two-year study of methods for purifying clams taken from polluted areas, the Legislature's Special Commission on Shellfish recently recommended self-purification of the bivalves in clean sea water, and asked for a \$10,000 appropriation to establish and equip a plant for this purpose. The Commission pointed out that under the program a \$500,000 annual harvest would be realized from presently barred areas, and employment would be provided for hundreds of persons.

It was stated that the chlorine method now employed at the Newburyport purification plant is suitable only for clams taken from lightly polluted areas, and tends to make the clams stop feeding and to hamper the self-cleansing process. Authorities believe that the new method may be adaptable to other forms of

Among those expressing interest in the new method were Lawrence J. Hart, secretary of the Gloucester Fisheries Association; and George Pappas, secretary of the Ipswich Clam Dealers' Association.

The Commission urged the eventual establishment of at least three purification plants to be operated by the State's Marine Fisheries Division, with the costs to be regained from service charges; the taking over by the State of the Newburyport purification plant; and the establishment of two shellfish experiment stations for the purpose of developing and demonstrating improved methods of propagation and management.

Frozen Lobsters Ready for Oven

Anthony C. George, president of Atlantic Lobster House, Inc., Boston, Mass., is invading the frozen foods market with a fully prepared and stuffed frozen lobster, which can be baked in 20 minutes at a temperature of 500° without prior defrosting. The crustaceans will be split open, bread crumbs spread over the meat, packed three to a carton, frozen and kept in that state until ready for the oven.

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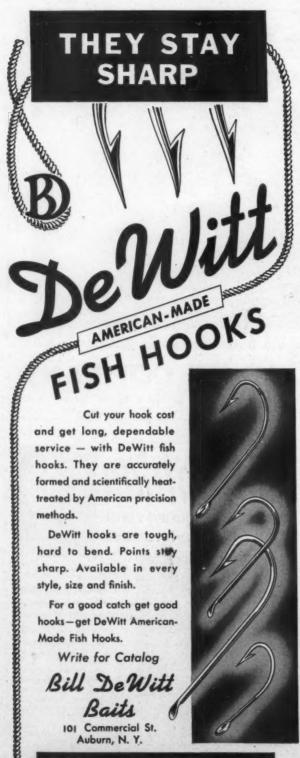
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Virginia Pound Netters Begin Operations

The first sizable pound net haul of the Virginia season was landed by Marshall Johnson of Fox Hill and his crew on March 3. The catch amounted to 1,700 lbs., and consisted mainly of rockfish, ranging in weight from 15 to 20 lbs., each. Only 3 shad and about 175 lbs. of herring were included in the take. The fish were sold to Isaac Fass of Portsmouth, and brought approximately \$600.

Shad and herring fishing in Tangier and Pocomoke Sounds started in earnest the middle of March, and several good catches have been made. Capt. Smith Parks took 65 shad and 3,000 herring in Pocomoke Sound on March 17, and Wiatt Pruitt took some 20 shad and 600 herring the same day.

Tangier Trotliners Return

Harlen Crockett, Arthur Pruitt, Warren Dise and Ross Payne, Tangier trotliners, recently returned from the Sea Side where they have been trotlining for the past month. They report having made some good catches, which they sold for \$15 a barrel.

Cold weather has delayed the crab run in the Chesapeake Bay, and as a result crab potting in Tangier waters has not been favorable. The Virginia Commission of Fisheries recently set a side a 400-mile-square area in the lower Chesapeake Bay as a crab sanctuary.

"Nettie B. Greenwall" Sinks

The 72' oyster boat Nettie B. Greenwall, skippered by L. L. Bradshaw of Messick, sank on March 11 after colliding with a steamer. Her 5-man crew was removed safely. The craft was valued at \$10,000.

Additions to Staff of Laboratory

Three new men recently joined the staff of the Virginia Fisheries Laboratory at Yorktown. They include Dr. Lay D. Andrews, who is to be in charge of shellfisheries research; Willard A. Van Engle, who will carry on crab investigations and develop fishery statistics; and Conrad Yokum, who is investigating aquatic plant physiology and other problems.

Norfolk Area Landings

Norfolk area landings for March totalled 5,178,000 lbs., as compared to 3,110,000 lbs. in February, and 3,172,000 lbs. in March, 1946. Croaker landings, which totalled 2,171,000 lbs., led the varieties, followed by sea trout, with 880,000 lbs., and scup, with 738,000 lbs.

Seafood Production Declines

The seafood yield in Maryland, Virginia and North Carolina totalled 5,413,346 lbs. in February, as compared to 5,989,410 lbs. during the previous month. Of the total, 3,344,100 lbs. were fish, while 2,069,246 lbs. were shellfish. Production by States was as follows: Maryland, 819,232 lbs.; Virginia, 4,542,114 lbs.; and North Carolina, 52,000 lbs.



The 64' crab dredger "David Goldstrom" owned by Capt. Alfred Pruitt, Tangier, Va. and powered by a 50 hp. Cummiss.

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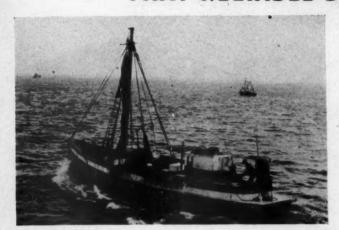
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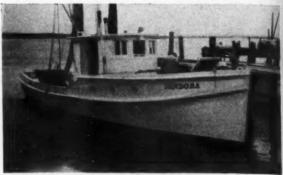
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The 43' "Pandora" owned by Capt. W. T. Mitchell of Morehead City, N. C. She has a 165 hp. General Motors Diesel,

North Carolina Bill Provides For Shrimp Ground Survey

Senator R. I. Mintz of North Carolina recently introduced a bill which provides for creating a commission to survey certain shrimping grounds near the mouth of the Cape Fear River and south of Frying Pan Shoals, at a cost of \$50,000. It is expected that suitable bottoms for taking food fish also will be found.

During the Winter months shrimp move offshore from the regular Summer and Fall grounds and never return. These shellfish are now a total loss, as shrimpers are unable to operate in the unsurveyed offshore area due to the danger of having their nets torn by obstructions on the ocean floor.

Out-of-state shrimp boats will be required to pay a license fee of \$125 under terms of a bill introduced March 4 in the South Carolina House. A companion bill would increase the commercial license for taking swimming fish in salt water from \$2.50 to \$5.00 annually.

Carteret County Fishermen Organized

The International Fishermen and Allied Workers of America, CIO, recently organized two new fishermen's locals in North Carolina, one at Atlantic and the other at Harkers Island. Gray Willis is head of the Harkers Island group, while Alvin Harris is head of the Atlantic unit.

Union officials stated that they would cooperate with present dealers, but that seafood would be sold on a set scale of prices to be determined by Government market reports. It was indicated that if this method should prove unsatisfactory the organization would provide facilities for handling the fish.

Southport fishermen were organized the first of the year, and the oyster industry around Belhaven also has been organized. Attempts will be made soon to organize the fishermen of Beaufort and Morehead City.

New Type Shrimp Trawl Net Invented

Louis Guthrie, who owns Guthrie Net Works in Morehead City, and his son, Charles, have invented and applied for patents on a new type shrimp trawl net. The elder Guthrie has been working on it for 15 years and believes that he now has a net which will trap shrimp while allowing waste fish to escape.

Made with the usual cork line, lead line and tow lines, the net consists of a funnel-shaped forward entrance with a rear tail bag to hold the catch. It is formed of netting of special construction, composed of large gauge soft twine cords and smaller gauge soft twine cords grouped with each main cord.

In practice, when the netting is wet, the soft twine cords are

In practice, when the netting is wet, the soft twine cords are slackened by the shrinking of the main cords. Thus, the slackened portions of the soft twine cords will catch on the forward-pointing "fins" of a shrimp attempting to escape from the bas But at the same time, due to their shape and other characteristics, small fish, whose fins point back from their heads, can readily spread the meshes of the netting and escape.

Predicts Million Dollar Profit

Dr. H. F. Prytherch of the Beaufort Fish & Wildlife Service laboratory recently told the joint Appropriations Committee

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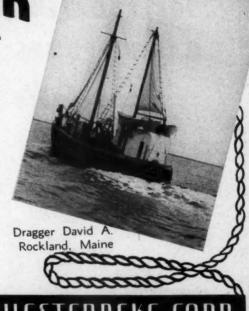


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of the Legislature that the proposed \$250,000 appropriation for establishment of a Shellfish Division to rehabilitate the oyster industry would result in at least a million dollar profit for North Carolina seafood men. Establishment of the Shellfish Division already has been approved by the Commercial Fisheries Committees of the Senate and House.

Representative Odell Williamson has introduced a bill which provides for the digging of oysters from October 15 through March 1, and prohibits the taking of oysters or clams for shipment outside the State or for sale to parties who intend to carry the shellfish out of the State.

Good Market for Oysters

Capt. John Nelson, North Carolina Commercial Fisheries Commissioner, recently reported that there is a good market for oysters, and that oystermen are receiving \$2.10 a tub for the bivalves.

Outside trawlers are taking croakers and trout off Oregon Inlet, and some shad are being taken in Albemarle Sound. However, fishery laws stipulate that any shad taken in pound nets or seines must be placed back in the water.

Although herring were not very numerous at Southport by the middle of March, a few good catches had been made. Herring netting is permitted only on Thursday, Friday and Saturday nights of each week, and nets must be removed from the water by midnight.

Recommend Engelhard Dredging Project

Army Engineers have recommended the dredging of a 12' deep channel into Engelhard with a width of 100' from the 12' depth contour in Pamlico Sound to the point where solid ground is encountered, thence 80' wide to a basin of 12' in depth and of varying width up to a maximum of 200', with its upper end about 200' downstream from the highway bridge at Engelhard. The entire first cost of \$80,600 would be borne by the Federal Government, provided that local interests agree to furnish free of cost to the United States all necessary rights-of-way and suitable areas for the disposal of dredged material.

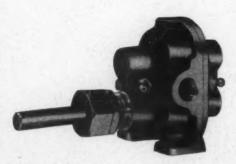
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The 40' fisherman "Clara B." owned by Capt. Wm. Gates of Millville, N. J., shown leaving Cape May, N. J. on a bass fishing trip.

New Jersey Bill Would Permit Trawling Nearer Shore

Trawlers and other commercial fishing craft, which are now restricted to fishing outside the two-mile limit, would be permitted to fish within a mile of the New Jersey shore under terms of legislation introduced March 3 in the New Jersey Legislature by Assemblyman Peter P. Zangara, Passaic County. However, the bill provides that the mesh of shirred or pure seines and trawls must be spaced 3" apart in order to permit undersized fish to escape. The measure stipulates that New Jersey will license out-of-State fishermen only when their home States accord the same privileges to New Jersey fishermen.

Senator Mathis of Ocean County recently introduced legislation which would prohibit the seizure of fishing boats caught violating the fishing laws.

Expect Good Mackerel Season

Tuckerton commercial fishermen have been busy repairing their boats for the mackerel season, which is expected to be very favorable this year. The search for mackerel usually begins around the middle of April, after the close of the cod season.

around the middle of April, after the close of the cod season.

Fishermen are now bringing in porgies, fluke, cod and bass.

They report that codfishing has been poor this year.

Union Elects Officers

District No. 10 of the Fishermen and Seafood Workers of the Atlantic Coast held its regular monthly meeting and annual election of officers at Tuckerton on March 10. Harold Driscoll was elected chairman, succeeding William G. Bennett, and Barzilla Pullen was named secretary-treasurer. Mr. Pullen also was elected to the office of port delegate for a term of two years.

To Begin Tuckerton Dredging Project

Army Engineers recently reported that they have all the necessary clearances for dredging of the Tuckerton Creek Channel, and that work will start soon. The \$12,000 project has been delayed due to the fact that the Army Engineers required waivers of claims for damage done to shellfish beds along the proposed channel, and many of the local leaseholders refused to sign the necessary waivers.

Delaware Bay Converting "Positive"

Conversion of the former minesweeper, Positive, is advancing rapidly at the Delaware Bay Shipbuilding Co. yard, Leesburg N. J. The vessel, which has an overall length of 97', is one of many of this type built for the Navy during World War II and made the run from Charleston, S. C. to Leesburg under its own power.

When the vessel is completed it will take its place in the fishing fleet and will have a capacity of more than 200,000 lbs of iced fish. The 400 hp. Enterprise engine has been equipped with a sailing clutch and power take-off. The deck house forward has been removed and a new pilot house built aft.

ward has been removed and a new pilot house built aft.

George Stevens and Ray Larkey, the owners, expect to jos
the fishing fleet about the middle of May. The vessel will be
rechristened the Positive.

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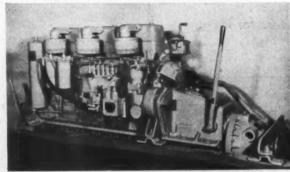


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Hull Insurance Provisions

(Continued from page 16)

general considerations. The act of salvage at sea implies: (1) The vessel taken in tow must be in peril. (2) The towed vessel (vessel in distress) must have been rescued from that peril by a salvor, who was under no legal duty to act. (3) The salvage effort must be successful, that is to say, the imperiled vessel must have received some benefit.

The compensation for salvage service is not arrived at on a basis of remuneration for hours of labor expended, but is made as a reward to persons, who at the risk of danger to themselves, volunteered assistance, that resulted in saving the distressed vessel from impending peril at sea.

The principal elements of a salvage service upon which an award is made are as follows: (a) The value of the vessel saved. (b) The degree of danger from which she was rescued. (c) The danger to which the salvors exposed themselves during the operation. (d) Effort expended by the salvors; not merely hours consumed. (e) Degree of "seamanship" exhibited by the salvors. (f) The value of the vessel and equipment employed by the salvors and the danger to which it was exposed.

An all too frequent situation arising at sea is the one in which a fishing vessel suffers breakdown of her propelling machinery; the ship in all other respects is seaworthy and in no immediate danger; the weather is fair and sea moderate. Another fishing vessel from the same home port is nearby and is requested to tow th disabled vessel to port. The request for assistance is granted, but only after a delay of twelve hours, so that the assisting vessel could catch more fish and, thereby, add to the prospective income for the voyage. Subsequently, a claim for salvage service is made by the salvor against the vessel towed in from sea. The claim is then turned over for settlement to the underwriters.

Circumstances to Consider

Consideration of the circumstances involved indicates that the service rendered is not even remotely connected with a salvage operation. Elements (1) and (2) above are non-existent in this situation and elements (b), (c), (d), (e) and (f) above cannot be given any weight on a basis of salvage service, since they do not exist, except as conditions normal to the everyday occupation of seamen on the "high seas". The basis for a proper claim against the disabled vessel is for the proven expenses involved in towing her into port, and only to the nearest port of safety.

The traditional concept of salvage is that the vessel saved must have been in peril and that she was rescued successfully from that peril by the voluntary assistance of persons who were under no legal obligation to do so.

This statement brings to mind another consideration, often overlooked, but one which the insured agrees to upon accepting the policy of insurance covering on his vessel. It is required that her owners, managers, captain and crew will, under all circumstances, use their best efforts to enhance the safety of the vessel; prevent further damage to her, and, to bring her into a port of safety without incurring unnecessary expense.

For example, a dragger becomes disabled caused by the jamming of her steering gear. Upon examination, it is found expedient to make temporary repairs for the purpose of bringing the vessel into port under her own power. In a situation of this kind, the master and crew are duty bound to carry out the temporary repairs rather than ask for a tow from a nearby fishing vessel, even though the latter is homeward bound.

The multiplicity of circumstances that are the causes of loss or damage suffered by a vessel at sea can be written about only in general terms. With this consideration and not being unmindful of the uses and customs peculiar to the employment of fishing vessels and the warranties customarily found in the hull policy, especially those exempting claims for small losses, the above statements are intended only to indicate the fundamental circumstances characteristic of certain types of losses or damage to vessels at sea and for the same reason mention only the basic principles involved in the settlement of claims for such loss or damage. The final settlement of any claim under a hull policy is dependent upon recognition that the claim falls properly within the coverage of the insuring clauses of the policy; of the varying shades of importance that the factors involved are entitled to and upon the utmost good faith of the contracting parties.

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The "HIGHLINER" is constructed of welded steel, with extra strength and sturdy reinforcements at points of stress.

NEW ENGLAND craftsmen machine each moving part of the "HIGMLINER" with exacting skill. Drive is by means of a durable bronze worm gear running in oil which is good for the life of the boat. And the simplicity of the power take-off eliminates the need of the usual two or three sets of bevel gears. This practically assures trouble-free operation.

This is one winch that is dependable at all times, in any type of weather.

In fact, ask any "HIGHLINER" skipper how much easier fishing is, with his boat completely outfitted with NEW ENGLAND gear.

The "HIGHLINER" pictured is one of the ten different models available with mechanical, electrical or fluid drive.

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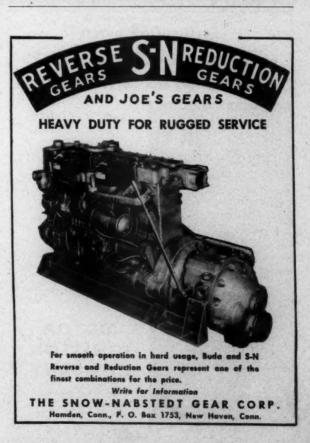
Claims submitted to the underwriters should be accompanied by: (1) "The Master's Statement" or "Captain's Protest" stating all circumstances existing before, during and after the occasion of loss or damage. Unless the captain gives a full description, setting forth clearly the causes and circumstances, which led to the loss or damage, the underwriters have no basis for determining their liability and settlement of the claim will be delayed until the captain files a complete statement of the incident. (2) Invoices for material, labor and docking expenses, carefully segregated, to include only those items of expense, properly chargeable to the cost of repairing the damage.

Other items of expense incurred at the same time for repairs in the nature of maintenance, or resulting from wear and tear and having no connection with the damage on which the claim is made, for obvious reasons, must be separated from the invoices.

In addition to the above documents, the claim must be supported by evidence, as for example, sighting the physical damage or by resorting to special laboratory techniques as in testing a broken part. The policy stipulates that the underwriters, or their local representatives, be given notice of a casualty as soon as known to the insured and, also, that the underwriters, if practicable, be given an opportunity to have a surveyor attend in their behalf, prior to commencement of the repair work or before acceptance of any bid or contract for repairing the damage. Underwriters are entitled to credits derived from the sale at market of salvaged material and parts, and for the difference in cost between a part that represents an improvement or betterment and the cost of the part replaced.

Obviously, one cannot pre-determine the dangers encountered on the sea, nor the perils of the sea, nor the extent of loss or damage that may come to a vessel. Consequently, the underwriters state the maximum sum for which they can become liable in the event of a claim arising under the terms of the hull policy and what they will do in the event of loss or damage including the principles upon which such claims are adjusted.

The policy is a two way agreement, just as binding in certain respects on the vessel owner (insured) as on the underwriters; the successful accomplishment of which rests, above all other considerations, on the utmost good faith between both parties.



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Fish Landings for Month of March

(Hailing fares. Figure after name indicates number of trips.)

P	0	r	el	a	n	d
-	v		•	. 6.4	-	-

America (1)	1,000	J. B. Junior (1)	11,000
American Eagle (1)	2,000	Lawrence Scola (3)	31,000
American Lagie (1)		Little Joe (3)	15,000
Annie Louise (2)	5,000		
Arthur D. (5)	12,000	Mary & Helen (4)	8,000
Beatrice & Rose (1)	8,000	N. Olson (3)	6,000
Carolyn & Priscilla (6)	323,000	Nora D. Sawyer (4)	19,000
Carolyn of Priscilla (0)	3,000	Nyoda (1)	8,000
Chebeague (1)	93,000	Richard J. Nunan (4)	238,000
Elinor & Jean (2)			160,000
Ethelina (4)	248,000	Silver Bay (1)	
Frances R. (1)	2,000	Talbot (1)	2,000
Lighter W. (a)	91,000		

Gloucester

Alden (1)	7,500	Jennie & Julia (2)	20,000
America (4)	89,300	Jennie & Lucia (2)	113,000
American Eagle (4)	85,700	Joseph & Lucia (1)	65,000
Angie & Florence (2)	65,100	Josie II (3)	8,800
Annie (2)	5,000	Julie Ann (1)	80,000
Anthony & Josephine (5)	16,600	Linta (1)	10,000
Ariel (3)	11,500	Little Joe (2)	22,000
Austin W. (1)	58,000	Lorine III (1)	3,000
Ave Maria (1)	64,500	Lucretia (1)	2,000
Babe Sears (1)	57,000	Margie & Roy (3)	11,000
Baby Doll (1)	2,000	Maria Immaculata (3)	9,500
Baby Rose (1)	71,000	Marsala (1)	4,000
Barbara C. (4)	9,000	Mary (3)	15,500
Barbara C. Angell (2)	382,000	Mary E. (5)	16,000
Beatrice & Rose (2)	37,500	Mary Rose (2)	178,500
B. Estelle Burke (2)	136,000	Mellena II (2)	3,000
Carlo & Vince (3)	29,500	Nancy F. (1)	18,000
Casco (1)	1,700	No More (5)	9,500
Catherine Amirault (1)	86,500	North Star (2)	35,000
Catherine B. (1)	36,500	Nyoda (4)	53,000
Chas. M. Fauci II (1)	1,000	Olga C. (1)	60,000
Chebeague (3)	41,100	Olympia LaRosa (1)	30,000
Cigar Joe (3)	74,500	Paolina (2)	52,000
Columbia (2)	327,000	Phyllis & Mary (3)	49,000
Corinthian (1)	153,000	Pilgrim (2)	152,000
Curlew (2)	245,000	Pollyanna (2)	170,000
Dartmouth (2)	128,500	Prosperity (1)	500
Dolphin (2)	201,600	Raymonde (2)	135,000
Edith & Lilian (1)	29,000	Redskin (1)	64,500
Elizabeth A. (1)	1,000	R. Eugene Ashley (2)	114,000
Evelyn G. Sears (1)	26,000	Rosalie D. Morse (1)	108,500
Falcon (3)	7,000	Rose and Lucy (1)	3,000
Florence & Lee (1)	97,500	Rosemarie (1)	9,000
Frances R. (5)	83,200	St. Anthony (1)	54,000
Frankie & Rose (2)	11,200	St. Peter (2)	29,000
Gaetano S. (2)	184,900	St. Providenza (2)	8,000
Gertrude E. (1)	1,500	St. Victoria (1)	66,500
Golden Eagle (2)	265,000	Sebastiana C. (1)	30,000
Gov. Al Smith (2)	157,000	Serafina II (3)	62,300
Hilda Garston (2)	242,500	Trimembral (2)	3,000
	17 800	Uncle John (2)	18,000
Irma Virginia (4)	3,000	We Three (3)	12,000
Jackson & Arthur (1)	9,500	Wind (1)	52,000
J. B. Junior (1)	. 7,300	***************************************	

Boston

	2000		
100	16,900	Delaware (2)	325,000
Acme (8)	16,300	Dorchester (2)	205,500
Addie Mae (8)	164,000	Drift (2)	235,700
Adventure (2)	11,200	Eddie & Lulu M. (9)	11,900
Alphonso (6)	14,500	Emily Brown (2)	245,000
American Eagle (1)	47,700	Esther M. (3)	362,000
Angie & Florence (2)	5,500	Estrela (2)	217,200
Anna Guarino (1)	8,700	Ethel (6)	10,400
Annie (2)		Eva M. Martin (1)	1,000
Annie & Josie (7)	20,300		4,300
Anthony & Josephine (1)	4,100	Falcon (1)	44,500
Arlington (3)	355,000	Famiglia (3) Fannie F. Hickey (6)	23,800
Atlantic (2)	225,500		402,500
Ave Maria (9)	19,900	Fearless (3)	352,200
Baby Rose (1)	70,800	Flow (3)	279,300
Bay (2)	239,500	Flying Cloud (2)	21,900
Bestrice & Rose (1)	23,000	4-C-887 (5)	
Belmont (1)	81,000	4-E-885 (1)	3,000
Benjamin C. (2)	259,700	4-G-370 (3)	12,900
Bettina (2)	85,100	4-G-673 (2)	9,500
Billow (3)	303,000	4-G-885 (1)	2,900
Bonaventure (2)	172,900	Francesca (6)	35,900
Bonnie (2)	298,700	Geraldine & Phyllis (2)	106,000
Breaker (2)	198,000	G. N. Soffron (1)	60,500
Breeze (2)	246,200	Gudrun (2)	196,100
Brookline (2)	255,200	Hazel B. (3)	140,000
California (2)	36,700	Ida & Joseph (2)	27,900
Calm (3)	352,600	Immaculate Conception (1)	9,700
Cambridge (3)	327,300	Irma Virginia (1)	8,400
Carmela Maria (1)	4,900	Jackson & Arthur (2)	8,800
Carole June (2)	143,500	J. B. Junior II (6)	20,000
Casco (2)	4,500	Joe D'Ambrosio (2)	5,400
Catherine B. (Dragger) (4)		Joseph & Lucia (1)	78,100
Catherine B. (L. Trawler)	(3) 15 800	Josephine Ess (2)	129,100
Challenge (3)	351,100	Josephine F. (2)	7,000
Char M Fauri In (1)	67,000	Josephine P. II (3)	70,10
Chas. M. Fauci, Jr. (1)	85,000	Josie M. (6)	22,40
Charlotte M. (1)		Julie Ann (2)	124,50
Cormorant (2)	253,800	Junojaes (1)	83,00
Crest (2)	252,000	Junojaes (1)	20100

			24 400
id Roberts (2)	4,900	Roma (6)	24,400
ark (1)	160,000	Rose & Lucy (1)	20,500
eonarda (5)	7,100	Rosemarie (1)	15,400
eonard & Nancy (3) .	82,300	Rose Mary (2)	253,800
era G. (2)	20,000	Rose Mary (2)	7,000
ittle Nancy (4)	65,300	Rosie (3)	6,000
	19,900	Rush (3)	330,000
orine III (2) ouise (1) cucky Star (2) cynn (4)	50,100	St. Anna (2)	9,500
ncky Star (2)	185,200	St. Anthony (1)	93,000
van (4)	466,700	St. George (2)	231,100
Mabel Mae (2)	182,700	St. Joseph (Dragger) (4)	70,200
Madonna (4)	37,100	St. Joseph (L. Trawler) (2)	10,600
Maine (3)	304,800		14,200
Margaret & Marie (5)	35,000		
Margee & Pat II (3)		Sr. Providenza (1)	4,900
Maria (1)	3 300	Sr Theresa (5)	13,300
Maria del Soccorsa (8)	13,500	San Calonero (6)	42,200
	304,200 3,300 13,600 16,400	St. Peter II (3) St. Providenza (1) St. Theresa (5) San Calogero (6) Santa Lucia (3) Santa Rita (2)	15 500
Maria Giuseppe (4)		Santa Lucia (3) Santa Rita (2) Santina D .(2) Savoia (3)	9,700
Maria Immaculata (1)	4,000		
Marie & Winifred (2)	4,000 105,000 151,000	Santina D .(2)	16,600
Maristella (2)	151,000	Savota (3)	25 900
Marjorie (3)	47,200	Sebastiana & Figh (3)	20,000
Marjorie Parker (1)	34,300	Santina D .(2) Savoia (3) Sebastiana & Figli (3) Sebastiana C. (1) Serafina N. (2) Serafina II (1) Silver Bay (2) Six Brothers II (2)	33,100
Mary and Jennie (7)	20,100	Seranna N. (2)	32,100
Mary & Joan (2)	106,500	Seranna II (1)	18,300
Mary J. Hayes (1)	60,000	Silver Bay (2)	192,000
Maristella (2) Mariorie (3) Marjorie Parker (1) Mary and Jennie (7) Mary & Joan (2) Mary J. Hayes (1) Mary M. (2) M. C. Ballard (2) Michael G. (3)	21,500	Six Brothers II (2)	
M. C. Ballard (2)	191,900	Squall (3)	387,800
Michael G. (3)	35,200	Stanley B. Butler (1)	121,000
			241,600
Nancy F. (3)	41,200	Surge (2)	296,000
Natale III (1)	41,200 21,000 193,800 194,100	Texas (2)	77,000
Neptune (2)	193,800	Theresa R. (3)	136,500
Newton (2) Nina B. (3)	194,100		75,000
Nina B. (3)	346,800	Thomas J. Carroll (3)	285,200
Noreen (1)	72,000	Thomas Whalen (3)	300,300
North Star. (1)	18,200	Tide (3)	413,000
Nina B. (3) Noreen (1) North Star (1) Nyoda (1) Ocean (2)	72,000 18,200 15,300	Thomas J. Carroll (3) Thomas Whalen (3) Tride (3) Triton (2) Two Pals (4) V-E Day (2) Venture II (2) Virginia (1) Wave (3) Weymouth (2)	210,900
Ocean (2)	286,500	Triton (2) Two Pals (4)	18,800
Ohio (2)	125,900	V-E Day (2)	166,200
Olympia LaRosa (4)		Venture II (2)	111,300
Pan Trades Andros (1)	56,900	Virginia (1)	92,000
Paolina (2)	9,600	Wave (3)	322,500
Philip & Grace (2)	188,100	Weymouth (2)	229,500
Dlamouth (1)	282 200	Wild Duck (1)	107,400
Prosperity (1)	1,900	Wm. J. O'Brien (3)	331,000
Oninew (4)	319,400	Winthester (2)	254,900
Red Jacket (2)	257,800	Wind (1)	98,000
Robert & Edwin (2)	4,100	Venture II (2) Virginia (1) Wave (3) Weymouth (2) Wild Duck (1) Wm. J. O'Brien (3) Winthester (2) Wind (1) Winthrop (3)	194,500
Prosperity (1) Quincy (4) Red Jacket (2) Robert & Edwin (2) Scallop	Desegers (I	andings in Gallons)	
o curred.		and and an outons,	
Louis A. Thebaud (1)	1,000		

New Bedford

		ACM D	carora	
	Adele K. (2)	37,000	Grayling (3)	17,700
	Adventurer (4)	56,000	Gull (1)	8,300
	Alba V. (1)	2,000	Hazel S. (1)	4,200
	Alice May (2)	7,400	Hope (3)	20,200
	Aloha (2)			38,100
	Alva (3)	15 000	Ivanhoe (1)	16,100
	Angenette (1)	6,000	Jacinta (2)	119,500
	Anna C. Perry (2)	26.000	J. Henry Smith (2)	12,800
	Ann & Marie (2)	9,500	John G. Murley (1)	27,200
	Annie M. Jackson (2)			1,400
	Arnold (3)		Josephine & Mary (1)	51,200
	Automatic (4)	9,200	Junojaes , (2)	152,000
	Ave Maria (2)	5,000	Kelbarsam (3)	29,800
	Barracuda (4)	40,400	Kingfisher (2)	64,100
	Bernice (1)	3,000	Liberty (2)	15,100
	Bessie (1)	1,200	Lt. Thomas Minor (3)	29,700
	Bozo (1)	5,600	Lucky (1)	5,500
	Carl Henry (3)	139,100	Madeline (3)	12,900
	Carl J. (3)	25,000	Maria Julia (4)	19,400
	Carol & Dennis (2)	15,000	Marietta & Mary (2)	12,600
	Carherine T. (1)	15,000 81,500	Marion M. (1)	12,000
	Charles E. Beckman (4)	41,600	Mary Canas (2)	39,000
	Charlotte (1)	12,500	Mary J. Hayes (1)	63,000
	Christine & Dan (3)	31,100	Mary J. Hayes (1) Mary Tapper (2)	31,300
	Clara T. (2)	11,400	Mildred & Myra (1)	8,200
	Clifton (5)	31,800		6,800
	Clinton (1)	12,700	Minnie V. (5)	42,600
	Clipper (3)	224,000	Mishaun (4)	15,800
	Connecticut (2)	34,300	Nashawena (2)	16,500
	Connie F. (2)	25,900	Min Ficka (1) Minnie V. (5) Mishaun (4) Nashawena (2) Nellie (3)	24,600
	Diana A. (2)	125,000	New Deglora (2)	03,000
	Doris (5)	15,700	Noah A. (2)	8,100
ı	Dorothy (4)	11,600	Noreen (1)	43,600
ı	Driftwood (1)	5,400	Novelty (1)	2,000
l	Edith (3)	25,200	Palmers Island (5)	14,000
l	Elva (2)	9,800	Papoose (2)	11,900
l	Elva & Estelle (5)	57,600	Pauline H. (2)	121,300
ŀ	Emma Marie (3)	16,300	Penguin (1)	11,000
l	Etta K. (4)	30,900	Phyllis J. (1)	4,500
ĺ	Eugene & Rose (2)	5,700	Portugal (3)	23,300
l	Evelyn G. Sears (2)	7,800	Princess (2)	24,700
	Fairweather (3)	24,500	Priscilla (Chilmark) (2)	11,700
	Frankie & Rose (1)	4,600	Quest (3)	22,600
١	Fred Henry (3)	20,100	Rhode Island (1)	21,700
١	Gannet (3)	209,100	Rita (3)	27,500
1	Gertrude D. (4)		Ronald & Dorothy (5)	30,800
ı	Gladys & Mary (1)	57,000	Ronald & Dorothy (5) Ronald & Mary Jane (1)	58,50
ı	Chante or many (1)	(Cantinued	on home 40)	
1		(Continuea	on page 40)	

APRI



OPERATING COSTS DOWN!

FOR THE FISHING INDUSTRY
MEN WHO KNOW..... BACK

05C0

Over and over again Osco Gasoline und Diesel Engines, specifically engineered for the individual craft at no extra cost, have proved more economical—in operation—in maintenance—in cutting down non-operative layovers. Write for descriptive catalog.

GASCLES & DIESEL MARINE ENGINES 22 TO 102 H.P.

OSCO MOTORS
OSCO MOTORS CORPORATION

20-20 E. Orleans St., Phila. 34, Pa. CABLE: OSCOMOTORS, PHILA.

Rose Jarvis (5)	40,800	Susie O. Carver (3)	16,000
Rosemarie V. (4)	27,700	The Friars (2)	30,500
Rosie II (3)	19,000	Theresa & Jean (1)	87,100
Russell S. (2)	17,500	Three Pals (7)	37,500
R. W. Griffin, Jr. (3)	121,500	Tip Top (3)	25,300
St. Ann (2)	53,500	Trio (3)	12,600
Sandra & Jean (2)	21,200	Two Brothers (1)	21,000
Santina (2)	7,100	Venture I (2)	69,000
Silver King (1)	3,600	Viking (3)	32,000
Smilyn (5)	30,300	Wamsutta (1)	52,800
S. M. Murtosa (7)	45,400	Wanderer (3)	14,600
Solveig J. (2)	121,800	Whaler (2)	108,100
Southern Cross (3)	27,600	Wild Duck (2)	99,800
Stanley B. Butler (2)	127,500	William Chesebrough (1)	7,000
Casllan	Deserve (I	andinos in Callons)	

Scallop	Draggers (I	andings in Gallons)	
Abram H. (3)	2,300	Marie & Katherine (1)	1,000
Acushnet (2)	1,550	Mary & Julia (2)	1,000
Alba V. (1)	50	Mary D'Eon (3)	2,300
Alpar (2)	1,300	Mary J. Landry (2)	1,700
Antonio (3)	2,150	Mary R. Mullins (3)	2,250
Barbara (1)	150	Mary Tapper (1)	400
Bobby & Harvey (2)	2,000	Moonlight (2)	2,000
Camden (2)	1,850	Muriel & Russell (2)	750
Captain I (2)	650	Newfoundland (1)	1,000
Catherine & Mary (1)	650	Palestine (1)	500
Christina J. (2)	1,500	Peerless (1)	170
Dagny (3)	1,175	Pelican (2)	2,000
Endeavor (1)	60	Porpoise (3)	2,450
Eunice-Lilian (2)	1.800	Rainbow (1)	300 200 175
Fairhaven (2)	2,000	St. Anthony (1)	200
Friendship (2)	1,375	Sankaty Head (1)	1.75
Friendship (N. Y.) (1)	300	Sea Hawk (3)	835
Growler (2)	1,150	Sea Ranger (3)	2,310
Helen Mae (3)	310	Serafina (3)	625
Idlewild II (3)	385	Shannon (1)	1,000
Janet & Jean (2)	2,000	Sunapee (2)	1,300
Jerry & Jimmy (3)	2,200	The Friars (1)	200
Liboria C. (1)	400	Ursula M. Norton (3)	2,450
Linus S. Eldridge (3)	2,250	Victoria (1)	450
Louis Thebaud (1)	400	Viking (2)	450 350 900
Lubenray (2)	1,300	Virginia & Joan (1)	900
Maridor (2)	1,750	Winifred M. (3)	540

New York

	Mem	IOIK	
Amelia (3) Beatrice & Ida (1) Catherine C. (3) Chickasaw (1) Edith L. Boudreau (2) Felicia (2) Florence B. (1) Gud Kay (2) John G. Murley (2) Katie D. (2) Katie D. (2)	193,200 17,600 35,900 4,000 87,200 182,000 15,400 16,200 126,600 88,000	Mary (1) Mary Anne (2) Norseman (3) Olivia Brown (2) Puritan (2) Ronald & Mary Jane (1) Rosalie F. (2) Theresa & Jean (1) Theresa M. Boudreau (1)	17,400 104,500 26,800 100,000 90,600 126,000 46,900 45,400 67,000 39,800
Magellan (1)	37,000 36,600	Tina B. (1) Virginia (2)	42,600
Major J. Casey (2) Manuel P. Domingos (2)	53,400	virginia (2)	107,000

Tips on Painting and Fitting Out

(Continued from page 15)

trouble with using regular paint to run bottom seams is that you are bound to slop some of it over the edge of the seam onto the planking, then the copper paint does not adhere well. By all means, do not run an empty seam with paint before it is caulked, as I have seen some people do, for the caulker will have all good reason to consider you a monkey's uncle, we say nothing of what he really thinks you are, for that paint will mess up the cotton and the caulking irons.

For working decks, I have yet to find anything better than this time honored mixture: 50-50 of pine tar and linseed oil with a bit of drier added. This is far superior to paint in penetrating qualities and preserving ability and, if applied

several times a year, it results in a splendid appearing deck. Few fishing vessels are ever out of water long enough to allow the topsides to thoroughly dry out, especially near the waterline. This results in the paint being generally thin and not covering for any length of time, either with protective properties or appearance, in a portion of the vessel where this is most necessary. Also, a fishing vessel generally is loaded below her lines, for at least a third of her existence, with the effect that you are asking a topside paint to do the work of a bottom paint. It just doesn't work. Therefore, the best answer that I know of is to paint a high waterline, for the copper paint will adhere like a bulldog on the seat of a pair of pant and will not break down as does topside paint near "wind and water".

If you are fitting new sheathing for either ice or chafe, smear the area to be covered, as well as the sheathing material, with plenty of preservative rather than paint.

A famous sailmaker tells me that gases and juices from Diesel exhaust cause plenty of trouble with the canvas covered house tops of oyster boats with which he does business. Therefore, such house tops of oystermen or fishermen should be cleaned frequently and thoroughly to remove the damaging by-product of your Diesel.

HUDSON MARINE RADIO TELEPHONES



After careful consideration, Capt. Michaels selected a Hudson Marine Radio Telephone as part of his fine equipment to help him operate on an unvarying daily schedule. The unfaltering service rendered by his Hudson equipment has proven the wisdom of this skipper's choice.



CAPT. J. MICHAELS, owner and operator

With more than 20 years experience in the field of electronic engineering, HUDSON pioneered in developing and manufacturing Marine Radio Telephones. The excellent quality of this equipment is proven by the large number of HUDSON MARINE RADIO TELEPHONES now in daily use, serving their owners faithfully with dependable and economical communication.

Hudson American's superbly styled new models are ruggedly built of the finest materials, in one compact unit. Low battery power consumption—rust-proofed and tropicalized for complete protection, they are ideally suited to every requirement of commercial marine communication.

Equip your craft with the reliable HUDSON AMERICAN MARINE RADIO TELEPHONE.

Write for detailed information



HUDSON AMERICAN CORPORATION

A subsidiary of Reeves-Ely Laboratories, Inc. 25 WEST 43rd STREET, NEW YORK 18, N. Y.

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By constantly pioneering in improved methods of production, processing and packaging we are helping to create increased consumer demand with better quality seafood products.

That means a better fish business for everyone from fisherman to retailer.

ATLANTIC COAST FISHERIES COMPANY

Beston, Mass. Provincetown, Mass. San Francisco, Calif. Monterey, Calif.



ARGUTO Marine Bearing



Capt. Jetter of the Greenport Oyster Co., Inc., L. I., N. Y. writes, "We have found that Arguto Marine Bearings will outwear any other and that wear on shaft is less than with other types. The high quality of the bearing together with the low cost makes it an ideal bearing for boats."

The "Richmond" has had the same Arguta in constant service since August, 1941. Ask your Columbian Bronze dealer!

COLUMBIAN BRONZE CORP.

ARGUTO CILLESS CO.

16,000 30,500 87,100 37,500 25,300 12,600 21,000 69,000 32,000 52,800 14,600 108,100 99,800 7,000

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TRU-PITCH STANDARD and EXTRA HEAVY

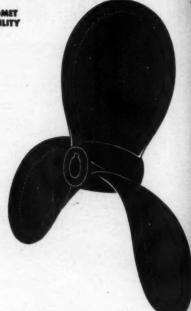


STANDARD EQUI-POISE



HEAVIER STRONGER—MORE POWERFUL

All TRU-PITCH and COMET Propellers are now cast from an alloy having exceptional corrosion resistance, from new patterns having considerably greater blade area and considerably increased weight. You'll find them by far the greatest values ever sold under this famous brand name. See your FEDERAL DEALER for details.



PROPELLERS

GRAND RAPIDS, MICHIGAN





DEPENDABILITY

Owned by Emil Haataja of Lake Linden, Mich., the tug "Seagull" is powered by a heavy duty, four-cylinder 40-50 hp. Red Wing gasoline engine. There's no better way to build in dependability—plus smooth, quiet working power at usable engine speed—than with a rugged Red Wing. Write for literature.



"HIAWATHA SPECIAL"

58-90 hp., 6-cyl., 4" x 4½", 320 cu. in. displ., 1500-3000 rpm.

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Square Base Stern Bearing with Cutless Bearing

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The Most Economical Bearing for Fishing Vessels
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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Sperry Marine Instrument Catalog

A condensed catalog, No. 17-25, showing its principal marine products, has been issued by Sperry Gyroscope Co., Inc., Great Neck, N. Y. This seven-page booklet contains pictures and descriptions of gyro-compasses, repeaters and accessories, a gyropilot, electric steering controls, searchlights, a rudder angle indicator, a gyro-magnetic compass, a gyro-magnetic pilot, radar and loran.

New Small Marine Heater

The new Fluid Heat Marine Heater, manufactured by Anchor Post Products, Inc., 6500 Eastern Ave., Baltimore 24, Md., has been tested and fully approved for marine use by the Marine Underwriter Surveyors of the Marine Office of America. This approval applies to both the kerosene and gasoline burning models.

With these heaters, a flick of the finger means an instantaneous flow of warm air, through flexible duct work, to every cabin and compartment, thus assuring comfortable working and living quarters. They may be readily installed in an unused locker compartment, under a bunk, or in any out-of-the-way space to give safe and odorless boat interior heating.

Packard Announces Marine Line

An outstanding feature of the new Packard Marine 6 and Packard Marine 8 gasoline engines, scheduled to go into production this month by Packard Motor Car Co., Detroit 32, Mich., is a newly-developed hydraulic finger-tip control reverse gear that comes as standard equipment, which is said to eliminate the need for costly booster equipment and minimizes control linkage requirements.

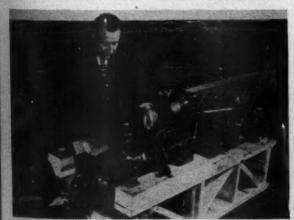
Specifications of the compact unit, which does away with the old-type controls, are: bevel gear 1:1 reverse controlled by band brake operated by hydraulic cylinder; forward speed through disc clutch with hydraulic control; shaft driven oil pump for hydraulic control through manually-operated valve.

The Packard Marine 8 develops 150 hp. at 3,200 rpm., with cubic displacement of 356, while the Packard Marine 6 develops 100 hp. at 3,200 rpm., with cubic displacement of 245.

Advancements in the Packard Marine 8 include a counter-

Advancements in the Packard Marine 8 include a counterbalanced, nine-main-bearing crankshaft, equipped with vibration damper; hydraulically-controlled valve operating tappets which never need adjustment; and high-capacity multiple disc clutch. Other features are a full-flow oil filter, packless (no leak) seals on the water pump, and the flywheel at the drive end.

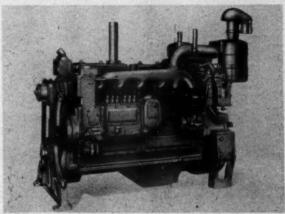
Reduction gears for the eight-cylinder engine are supplied in ratios of 1.45 and 2.52:1. Direct drive also is available and left-



Stanley A. Milock demonstrates the finger-tip control reverse gear on a new "Packard Marine 8".

hand rotation can be had for twin installations. The Packard Marine 6, which has an overall height of only 30", is available with either right ore left-hand rotation. Reduction gears with ratios of 1.45 and 2.52:1 are supplied, and direct drive also is available. Among its advancements are new main bearings with double the previous life expectancy; corrosion-resistant electrical units; built-in, plate-type oil cooler; full-flow oil filter for greater protection of all parts; and flywheel at drive end.

Stanley A. Milock, 39-year-old Packard veteran who has been with the Company since 1925 and is now manager of the commercial sales department, has been placed in charge of all marine engine sales. Assisting Milock in marine engine sales as Eastern representative is Bert J. Leach, headquartered in New York City. Leach joined Packard recently after 12 years as Eastern representative for Kermath Manufacturing Co.



The new 80 hp., D318 Caterpillar Diesel.

Caterpillar Now Making New Diesels

Production of two new Diesel marine engines, which develop more than 20% greater brake horsepower but retain the continuous sustained service qualities of the models they replace, has been announced by Caterpillar Tractor Co., Peoria, Ill. These power increases, achieved without increases in weight and size, are said to be combined with improved design and better materials.

The new models are the four-cylinder, 53 hp. D315 which replaces the D4400 and the six-cylinder, 80 hp. D318 which supplants the D4600. Both operate at 1600 rpm.

Some features of these new engines include a 4½" bore; individual inlet and outlet manifolds positioned on opposite sides of the cylinder head; larger valves and high valve lifts; oil cooled, strut type pistons with aluminum alloy body and head; new oil pressure control systems; new fuel injection valve design, permitting easier servicing; and new solid aluminum alloy main and connecting rod bearings.

A new governor, equipped with anti-friction bearings throughout is claimed to provide sensitive, accurate control. The heat exchanger water connections on the new engines can be interchanged quickly for easy installation and the core can be withdrawn readily for cleaning. A new self-priming centrifugal raw water pump resists wear from dirty or sandy water.

The two new engines also are available as marine type electric sets suited to installation for auxiliary shipboard power.

Winslow Officials Promoted

Promotion of a group of top executives and realignment of their duties has been announced by Charles A. Winslow, president of Winslow Engineering Co., 4069 Hollis St., Oakland, (Continued on next page)

APR:



Calif. Mr. Winslow, whose company manufactures fuel of filters, lubricating oil conditioners and a complete line of engine elements, stated that the changes in assignment of personnel are the first step in a program of expanded sales and production activity.

Five men are affected by the changes. Their names and new positions are: L. L. Moore, vice-president and general manager; W. G. Nostrand, executive engineer; E. L. Helble, sales manager; J. J. Meyer, Jr., chief engineer; and J. D. Sanderson, factory superintendent.

In making the announcement, Mr. Winslow also revealed that the company anticipates the early erection of new plant facilities on a site already selected.

Wickwire Spencer Boston Warehouse

Wickwire Spencer Steel, division of The Colorado Fuel and Iron Corp., recently announced the opening of their Boston wire rope warehouse located at Merchants Warehouse, Charles River Stores, 131 Beverly St., Boston, Mass. A complete stock, supplementing their mill stock at Palmer, Mass., and distributor' stocks, of various constructions and grades of wire rope, in available for immediate shipment to the marine trades, and splieing service will be given immediate consideration.

Marine Center Features Engine Sales

The Marine Center Supply Co., located next to the Custom House at 236 Chestnut St., Philadelphia 6, Penn., which has been carrying on business for two years with Percy L. Smith as general manager and treasurer, is continuing to build its stock of marine engines and equipment to meet the needs of the industry. Mr. Smith is a naval architect and marine engineer of wide experience, having been connected with a number of shipyard, and before World War I, started what is now the Marine Construction Co. in Wilmington, Del. Casper Bergman is manager of the service department.

The Company's main business is the distribution and servicing of marine propulsion and auxiliary engines. Their line include Sheppard Diesels of 3³/₄ to 62 hp., Sterling Diesels up to 660 hp., and Sterling and Nordberg gasoline engines embracing a horsepower range up to 250. Generating plants of 2 KW and up at either 110 or 32 volts are available in Sheppard Diesel and Sterling Diesel or gasoline driven units.

Other lines which round out the firm's stock are: New England Trawler Equipment Co. hoisters, winches and windlasses; Michigan propellers; New Bedford rope; Pettit paint; and marine hardware.

New Neoprene-Coated Work Gloves

A Neoprene-coated work glove which is oil proof and waterproof, yet extremely pliable, has been put into large-scale production by Riegel Textile Corp., 342 Madison Ave., New York 17. N. Y.

Laboratory tests show the Neoprene coating to be resistant to prolonged immersion in kerosené, petroleum, boiling water and other normally harmful industrial solutions. Dry heat and accelerated oxidation and weathering tests also failed to injure this synthetic rubber coating.

Already in use in the fishing industry, the new gloves have a knit wrist and are lined with soft flannel for increased working

Improved Oakite Steam Cleaning Unit

The new, improved Oakite-Vapor Steam Cleaning Unit, for use in cleaning and paint-stripping of industrial equipment and plant facilities, is now available for immediate delivery by Oakite Products, Inc., 157 Thames St., New York 6, N. Y.

The unit, an enclosed-coil type, down-draft flame steam gracerator, delivers a hot vaporized spray in either wet or dry star under pressures up to 200 lbs. It generates sufficient steam cleaning pressure to operate two steam guns simultaneously. The improved model is said to incorporate simplified grouping of gauges and controls; redesigned piping system; plus a compressed air valve accessory for two-minute anti-freezing of the entire water-steam system. The 12-gallon capacity of the fuel task

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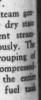
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The GRAYMARINE Lugger Six-330 geseline engine for 1947, equipped with GRAY TOW-GEAR, reduction gear of 5:1 ratio, is an ideal teaming of a fisherman's engine with a fisherman's gear . . . adopted to swinging 48° and 50° propellers in heavy boets . . a unit that fishermen and other heavy workboat operators like. This is power under control . . . an engine-and-gear combination tryptical of GRAY-MARINE planning—a RIGHT power unit for every boot.

Over 40 years of GRAYMARINE engineer-ing skill and experience bring you fine marine design for 1947, with patented THERMOGARD automatic heat control, Individual cylinder intake porting, water circulation between all cylinders on all models. These and many other features make GRAY the best bet—the best buy.

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This is Not a Fish Story

Every marketable fish that escapes your hooks and every broken or defective hook that you must replace represents a direct loss of time and money to YOU, Avoid these losses. Speak up the next time you buy hooks. Ask for

Made by Norway's precision trained Mechanics. Made with stay-sharp points and finely tempered, sturdy bends and shanks that will withstand excessive loads and strains. The world's finest fish hooks - and in the long run - the cheapest.

O. MUSTAD & SON, Oslo, Norway (Est. 1832)

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Model Illustrated: General Motors
Model 6066, 165 H.P., 6 cylinder,
2 cycle Marine Diesel Engine.
with 1:1.27 Overdrive
-53350
with 2:1 Red. Gear
-34600
with 1½:1 Red. Gear
-34600
with 2½:1 Red. Gear
-34000
with 2½:1 Red. Gear with 3:1 Red. Gear

New Chrysler M-8, 141 H.P., Marine Gasoline Motor with direct drive and reverse gear—\$1050 1½-2-2½ to 1 gear—\$1225 3 to 1—\$1250 New Chrysler Sea Mules Model 4-C—\$1250

New and Used Gas and Diesel Driven Generators
400 Watt to 60 Kilowatt Generators—BARGAIN PRICES Marine Accessories—Cleats, boat hooks, anchors, life rafts, motor brackets, propellers, pumps, etc.
Welding Machines—Used, in good condition—200-600 AMP. DC and Transformer AC type—Westinghouse, G. E., Hobart and Lincoln

Murray and Tregurtha Outboard Propelling Units Model O-2D. G. M. Diesel 165 H.P.-\$3500

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Packs More Fish . . . Cuts Spoilage with Link-Belt Ice Crusher-Slinger



For icing refrigerator fish trucks, there's nothing better than a Link-Belt Ice Crusher-Slinger, says op-erator of fish & oyster company. They report this method saves space, ices more quickly, reduces labor cost. In closed trucks, the Crusher-Slinger blows snow-ice into hard-to-reach places, placing a protective blanket of cold over the whole load. Workers like it because of easy operation. Available in portable or stationary, gasoline or electric models, in various sizes; for boat, truck or rail icing.

Link-Belt Company, 2410 W. 18th St., Chicago 8, Ill. (or arest office)
sees send Ice Crusher-Slinger Booklet 1761-A to

..... City & State.



LINK-BELT ÎĈĒ CRUSHER-SLINGER

provides ample steam generation for an uninterrupted eight hour, two-gun cleaning cycle.

After initial throttle setting unit operation is completely tomatic, providing 100 lbs. of steam in one minute. Standard dual-chamber steam gun is furnished with the unit; the cleaning solution is aspirated through the gun from a separate solution tank, by-passing the steam coils and totally eliminating coil clogging by the cleaning compound.

According to service records, the company reports, the new mobile unit has made these shore-plant jobs easier and more economical to perform: cleaning fish headers, scalers, filleten "chinking" machines, conveyors, smokehouse racks, and fillise and sealing machines. The unit also serves to speed cleaning of boat holds and fish pens.

Nickltex, New Metal Scour Cloth

Nickltex, a new all-nickel scour cloth recently developed by Metal Textile Corp. of Orange, N. J., is said to solve the tour cleansing and scouring jobs which constantly pose a problem i many branches of the industry.

Made of solid high nickel alloy wire, which is rustless, corresion resistant and free from copper or iron content, the cleaner is claimed to take an unusual amount of bending, to have loss life and to possess great versatility of use.

The cleaner differs from steel and other metallic "wools" that it is knitted into the cylindrical form of a sleeve and i made in an endless chain without loose ends. It will not unravel or splinter and won't leave metallic particles on the surface of the equipment being cleaned. It is knitted of flattened wire which is positioned substantially at right angles to the plane of the cloth, thus providing maximum cleaning efficiency.

Nickltex can be unrolled to clean tubing and intricate shapes, or it can be rolled up into the shape of a ball to clean comen and other hard-to-reach spots. The open mesh construction permits the free passage of water or other solvents for rinsing and cleansing purposes.

Eco Develops Tilting Pump Base

The new Eco tilting pump base, especially suitable where it is necessary to engage and disengage the pump, has just been announced by Eco Engineering Co., 209 New York Ave., Newart 1, N. J., manufacturers of the Eco gearless pump for watercirculating and bilge pumping. Made of bronze throughout, the pump base incorporates a double-sealed, grease-packed outboard shaft bearing which retains its lubricant indefinitely, and assure reduced wear on the moving parts of the pump by providing itcreased stability.

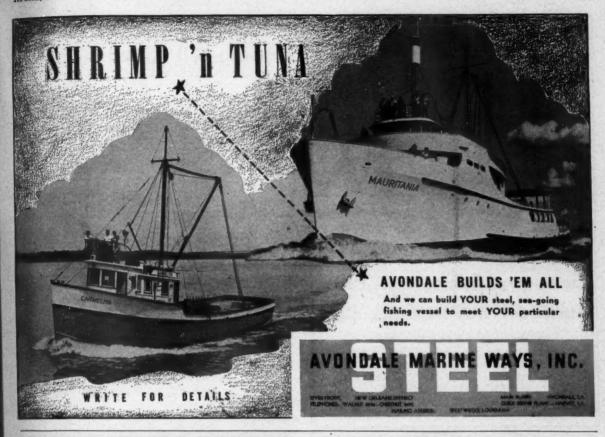
A convenient method of tightening a slack belt also is provided by this unit. It will fit all \(\frac{1}{2}'' \) and \(\frac{1}{2}'' \) single and double impellate. Eco gearless pumps and will hold the pump at any angle up

New England Winches for Portugal

The newest vessels in the Portuguese fishing fleet are following the lead of the Icelandic fleet who during the past two years have received nearly 90 of the modern New England Highling winches. The first shipment of American trawl winches to Portugal was made last month with delivery of New England Model WJ-110 electric Highliners to Companhia Uniao Fabril for to new 45 meter trawlers. These winches are driven by 125 hp. heavy duty, electric motors from 100 KW Diesel generator still of New England design.

Further shipments at the rate of one per week will be made to other Portuguese companies who have purchased four more of these mammoth winches whose drums hold a total of 4400 meters of 24.2 mm. cables.

Also on order for Portuguese interests are three special Mo WJ-80 electric Highliners whose drums hold 2000 fathoms of 2000 mm. wire cable and several WJ-120 electric Highliners (dec largest trawl winches built) which hold 2400 fathoms of 11/4 cable and are powered by 180 hp. electric motors. All of the models, because of the immense drum capacities, are provide with spooling or winding mechanisms not ordinarily used by American or Canadian trawlers.



EDERER NETTING

607 Maximum Protection
Against Profit Loss

Sardine seines and Weir netting, Mackerel Seines and Nets, Flounder Drag Netting, Cotton and Linen Gill Netting, Cotton Netting for Traps and Pounds, Twine, Maitre Cords, Corks, Leads, Ropes, and Fittings.

QUALITY NETS FOR EVERY PURPOSE Ready Stocks at Dealers in Principal Ports

EDERER CO. EDERER INC.

CHICAGO ILLINOIS PHILADELPHIA PA

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE



ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

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new more leters, filling caning

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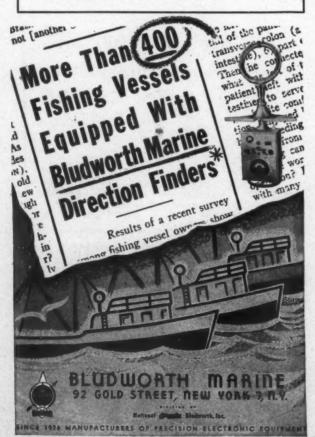
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Maryland Oyster Ground Leasing Bill Killed

The bill providing for the leasing of Maryland's natural oyster rocks in the Chesapeake Bay to private interests, introduced in the House some weeks ago, was killed recently. More than 1500 people, including many oystermen, registered their protests against the measure at a hearing held on March 12.

Watermen held that future General Assembly sessions could amend present safeguards in the bill to allow outside interests and corporations to take over the oyster business; that combinations of packer interests or other financially able persons could monopolize production even as the bill is now drawn; that the tributaries of the Chesapeake Bay soon would be subjected to the same treatment, to the detriment of tongers; and that leasing arrangements could not be enforced.

Shad and Herring Scarce

Shad and herring began to appear in Maryland waters of the Chesapeake Bay the middle of March, but were scarce the latter part of the month due to cold and stormy weather. John T. Handy Co. of Crisfield began to can herring during March.

Trout and croakers started running the middle of April. April and May are the best months of the year for catching fish in the Chesapeake Bay, and the packers are usually very busy at this season.

Permit More Extensive Use of Crab Pots

The Maryland Legislature has passed a bill authorizing the use of crab pots in all waters of Somerset County, and it is expected that this season will see hundreds of additional pots in use.

Crisfield shipyards were engaged in repairing, painting and overhauling the crab boats during April. The crabbing season opens on May 1.

Approve Dredging of Hellen's Creek

Army Engineers recently announced their approval of the dredging of the mouth of Hellen's Creek, Calvert County, to a depth of 6' at mean low tide and width of 60'. The Creek serves as a harbor for numerous small fishing craft, and an oyster house and crab house are located on it.

Investigating Food Habits of Bass

The Maryland Department of Research and Education has started an investigation of the food habits of the large-mouth black bass in an effort to determine whether actions of the fish are a major factor in reducing the shad yield. Some commercial fishermen are of the opinion that the bass consumes vast quantities of young shad during the Summer and early Fall months when shad are still in brackish waters tributary to the Bay.

New Ice and Cold Storage Plant

The 178' x 24' landing ship Bonnwar, now owned by the Dixie Ice & Storage Co., Crisfield, is being converted into a modern ice-making and cold storage plant. Located in the Hoptown section of the City near the establishment of John T. Handy Co., the plant will have a capacity for producing about 30 tons of flake or crushed ice per day, and will furnish cold storage space for 400 tons of fresh food. The new business will be managed by Colonel H. O. Worlick, president of the Company, and is expected to be in operation by the middle of May.

Sen. Goldstein Named to Commission

Governor Lane of Maryland recently appointed Senator Louis Goldstein as a representative on the Atlantic States Marine Fisheries Commission. Senator Goldstein, who has shown considerable interest in the State's fisheries, fills the vacancy caused by the death of Delegate Albert Woodfield. Other Maryland representatives on the Commission are Carl Veach, Cambridge seafood dealer, and Edwin Warfield, Jr., chairman of the Tidewater Fisheries Department.

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Model EP-SIF

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The Sounding-Lead

(Continued from page 9)

on the same date, and export licenses are no longer required by Collectors of Customs for clearance of shipments abroad. The IEFC stated that it would keep the situation under continuous review, and in case significant changes in supply and demand appear, would reconsider the necessity for allocation recommendations.

Robert W. Tyson, chief of the Agriculture Department's Fish Products Division, said that export controls on salted fish probably will be continued until June 30, because of purchase commitments.

INT'L CONSERVATION-State Department officials now expect that action to make an International fisheries conservation program effective can be started within a few months. Agreements on Great Lakes fisheries conservation and International regulation of whaling must first be concluded. A tentative draft of a conservation treaty with Canada and Newfoundland, and probably Norway, Iceland and France, would be drawn and submitted for consideration by the States and the industry, probably through the Atlantic States Marine Fisheries Commission. Such a treaty would have to be submitted to the Senate for ratification.

Fish & Wildlife Service experts report that investigations have indicated that haddock, rosefish and yellowtail flounders are threatened with partial extinction unless conservation practices are enforced Internationally.

IMPORTED FILLETS-Imports of groundfish including rosefish fillets for the first 2 months of this year totalled 2,978,000 lbs. compared to 6,980,000 lbs. in the same period of 1946. Imports from Canada were 2,374,000 lbs. this year compared to 5,724,000 last year; Newfoundland sent in 514,000 as against 654,000; and Iceland 89,000 compared to 601,000 lbs. a year ago.

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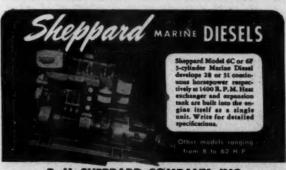
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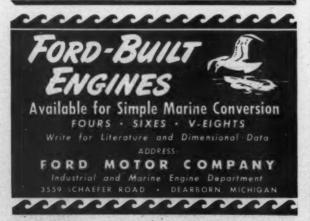
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Vineyard Expects Plenty Of Surface Fish

By J. C. Allen

March goes to leeward as we pen this log, and Spring is on the way, with mackerel running off the Virginia Capes and the herring bass atongshore at home. If there is anything in the signs, whis coming season will bring plenty of fish, and we mean plenty. Understand we don't say groundfish. For all we know, cod and flounders may be as scarce as ship chandlers in hell's kitchen, but surface fish will be with us unless all the old signs fail.

Talk About Fish Famine Is Nonsense

It knocks the wind out of our canvas to hear all this cussed guff about a fish famine, scarcities and the like. And it heaves us all aback to listen to the nonsense that we hear from some of the so-called skippers of the New England fleets, and most of all, from the "spokesmen" for the fishermen, as the newspapen love to call 'em. We have known the fisheries of this neck of ocean for 50 years, and never have seen or heard of a time when there was not a scarcity of some kind of fish. But that didn't mean that there was any fish famine or scarcity of seafood in the raw.

Methods Should Be Changed

In our own neck of ocean, they claim that there is no body of fish. The trips run light on cod, haddock, yellowtails and flounders. Some of the larger craft hit blue water and bring in a trip of flukes now and then. But how the devil do they know there is no body of fish. Inshore grounds that we know used to have 5 to 10 boats fishing on 'em. Today there are likely to be 75. Split anything 75 ways and the lay is darned small. Even the Atlantic Ocean wouldn't chop up into too much sea room.

And so we say, and we believe it, this season will bring plenty of fish. Any man who fits out to catch them will get by, and then some. But if he keeps pecking away at the banks that have been scraped clean for the past 10 years, things may not be so good. It's just the same old story, but somehow a lot of men don't recognize it in the new binding.

Predicts Return to Trap Fishing

We know of a set of trap gear which is for sale, all in fine shape, with boats, spiles, scow and every item of equipment. This gear has been fished for a quarter of a century, to our knowledge, and probably longer. It has paid its bills, and shown a profit, along with providing some 3 or 4 men with a livelihood. But is there anyone who wants to run that set? Is there any disillusioned dragger owner who would consider selling his vessel and fishing off the beach? We don't think so, not by a mile-loss row of seine buoys. They've got to drag or nothing, even if they starve.

And yet, we can remember the day when men fought over ranges for trap fishing, and every man and his brother went in chock to his jaw sockets to buy nets and spiles. Well, we predict that day is coming again, and soon. But don't allow anyone to hand you that tripe about a fish famine. There isn't any, and we don't think there will be any either.

March Indicative of Future

We have had, during the month of March, a darned good cross-sectional slant of what the next 3 to 5 months ahead may be like, as pertains to weather and the general results from the same. Now then, we have had wind that blew the trawl boards clean over the mastheads, and we have had spells of calm and all hands cut and ran for it or took advantage according to the glass. We have had some darned lean weeks so far as receipts were concerned, and we have had others when trips were landed one on top of the other.

This was mostly Lent, which is supposed to be a good period for marketing fish. Prices went chock to the crosstrees during those windy weeks, but they darned nigh dropped through the keelson when the sea oiled over.

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New Brunswick Expects Early Herring Run

By C. A. Dixon

Weir building and repairing and overhauling of boats used in the sardine herring fishery got off to a good start in Southern New Brunswick during March. By the end of the month some herring had been taken in weirs of the Beaver Harbor and Mace's Bay districts, but no catches had been reported at Deer Island. However, it was believed that the fish would arrive early as the result of recent mild weather.

Capt. Audley Cline of Leonardville, Deer Island, who freights fish for H. W. Welch, Ltd., Fairhaven and Wilson's Beach, is among those who have purchased a new boat for the sardine season. Capt. Cline bought his boat at Grand Manan.

An unusual feature in connection with the production of sardine herring during March was the transporting of 121 hogsheads of the fish from Charlotte County across the entire breadth of the province of New Brunswick to Shediac, where they were canned. The Shediac plant is one of the several new sardine canneries which have sprung up in different parts of New Brunswick. While it is true that these canneries are smaller than the regular commercial units, the fact that nearly a dozen plants are now canning various kinds of sardines in Canada augurs well for the future in respect to markets for fish.

It is expected that a new sardine cannery will be established at Deer Island, which will be the third factory in this Canadian community. The major portion of the sardine herring catch is taken at Deer Island, and large quantities of fish are exported to the Eastern Maine canneries.

Scalloping Improves

Scalloping improved during the latter part of March as the result of good weather conditions, and some days the boats took as many as 40 gallons apiece. Capt. Raymond Hooper of Chocolate Cove, N. B., who usually freights sardines for a Maine concern, is now scalloping.

Fish Catch Shows Decrease

Southern New Brunswick landings for February were valued at \$56,648, and showed a reduction of 5,313 cwts. and \$9,325 as compared to February, 1946 landings. The sardine herring catch in Charlotte County was valued at \$39,117, and showed a decline of \$12,637 as compared to the value of production during February of last year. Most of the herring were caught in purse seines, but 350 hogsheads were taken from weirs in Beaver Harbor and Lepreau.

Maine Sardine Canneries Closed

Due to the unsuitable quality of the herring caught during March by Canadian purse seiners, the Eastport, Lubec and Robbinston, Me. sardine canneries have been closed temporarily. Many cargoes of fish were condemned at the factories by State and Federal inspectors, and although sorting was attempted this proved unsatisfactory. However, the Canadian factories will continue to operate.

New Marine Machine Shop

A new marine machine shop, Zwicker & Anderson, has opened at Seal Cove, Grand Manan. Located near the Western Breakwater, the firm is owned by Sumner Zwicker and Gerald Anderson. The concern specializes in marine motor work and welding, and fills a long-felt need in that fishing community.

Nova Scotia Strike Ends

Nova Scotia members of the Canadian Fishermen's Union uted on March 19 to end their 81-day strike, effective March 23. The fishermen, who had asked for a 60% share, will receive the time percentage they were getting when they tied up in December.

Guy Flynn Dies

Guy Flynn, of Digdeguash Bridge, Charlotte County, N. B., ded during March. Mr. Flynn was a widely known weirman, and boatman

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*Electric Boat Co., Groton, Conn.

Essex Boat Works, Inc., Essex, Conn. Goudy and Stevens, East Boothbay, Me.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y. Marine Railway & Repair Co., South Portland

John H. Mathis Co., Camden, N. J.

Frank L. Sample, Jr., Inc., Boothbay Harbor, Southwest Boat Corp., Southwest Harbor, Me.

Stonington Boat Works, Stonington, Conn.
*Sturgeon Bay Shipbuilding & Dry Dock Co.,

Sturgeon Bay, Wis. Welin Davit & Boat Co., Perth Amboy, N. J.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston,

Kirsten Pipe Co., 2925 Western Ave., Seattle 1,

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Arguto Oilless Bearing Co., Philadelphia 44, Pa.

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., New Bedford, Mass. TRAWLING EQUIPMENT
Bromfield Mfg. Co., Inc., 246-256 Border St.,

East Boston 28, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

Bethlehem Steel Co., Bethlehem, Pa.

Letters.

Sirs: . . . In your story on the loss of the trawler Belle, it is stated that the last official word from the vessel was that she "was having trouble, as well as encountering heavy seas".

There seems to be some discrepancy among the various news articles on this matter. I have it personally from Clyde Stewart, port captain of the Standard Fish Co., as well as from Charles Gale, the treasurer, I believe, of the same Company, that the last word from the Belle was that she was 100 miles out, making 10 knots, and expected to be in at the Fish Pier without incident.

Surely the vessel couldn't have been having trouble or encountering too heavy a sea if she was making 10 knots!

Another point-Clyde Stewart told me that Captain Fowler, who testified that the vessel was the best he had ever sailed on, was blacklisted by the union, who are evidently concerned with proving that the vessel was unsafe, but that Captain Fowler thinks so much of the vessel that he is making a point of sailing on her sistership, as a crew member if necessary.

I understand that the American Bureau checked the matter, and found nothing wrong with the vessel. I don't suppose that the final story ever will be learned.-Philip Thiel, Jr., Naval Architect, Ipswich, Mass.

Sirs: . . . It has been my pleasure to have the Atlantic Fisherman for as many years as I have been a fisherman. In general I call it "my reference book". My wife (Theda Davis Jordan) composed a humorous poem about fishermen, "In the Fish House", which I thought you might like to use.-Capt. H. Oliver Jordan, Southwest Harbor, Maine.

It is a "salty atmosphere" With lots of buoys and fishing gear. There, bait is stored and trawls put away,

'Til the need of them another day. Pot-heads hangin', trawl kegs and globes, Traps in the makin', and of rope there's loads.

Someone is whittlin' some lobster plugs, Another is fillin' some empty slugs, To shoot some seabirds. If any luck, The next time out he'll see a duck. Some old "codger" is spinnin' a tale, And some guy gets up to go for the mail. He hates to go out in the wet of the

When that little "pot-belly" is glowin' so warm.

The plans for seining are in full sway; A political "argymint" is under way. A punt is bottom up there for repair, And that short fella is mendin' his weir. Oh, a fisherman's life is hard and salty, But the life is healthy tho' often faulty.

And the joy of a storm is your boat safe and sound, As the fishermen all gather there 'round. Indovito Adventione

Index to Advertisers	
Aerial Products, Inc	31
Arguto Oilless Bearing Co Atlantic Coast Fisheries Co	41
Avondale Marine Ways, Inc	47
Bendix Aviation Corp., Pacific Div.	56
Benjamin's for Motors Bethlehem Steel Co. (Wire Rope)	35 27
Bludworth Marine	48
Bristol Yacht Building Co The Buda Co	29 50
Camden Shipbldg, and Marine Rail-	
way Co	27 55
Columbian Bronze Corp	29
Columbian Rope Co	1
Cummins Engine Co	49
Cuprolignum	38
R. S. Danforth Delaware Bay Shipbldg. Co	49
Detroit Diesel Engine Div., General	49
Motors Corp	8
R. J. Ederer Co	47
The Edson Corp	36
Electric Boat Co	25
Electric Boat Co Enterprise Engine & Foundry Co. (Marine Engine Div.)	14
Enterprise Engine & Foundry Co. (Process Machinery Div.)	12
The Enterprise Mfg. Co	12 35
Federal Propellers	42
Ford Motor Co	50
General Motors Corp., Detroit Diesel Engine Div	8
Goudy & Stevens	49
Gray Marine Motor Co	45
	13
C. A. Hansen	48
Hathaway Machinery Co	35
Hudson American Corp	41
The International Nickel Co., Inc	32
Jefferson-Travis, Inc	38
Kaar Engineering Co	44
	50
Liberty Dry Dock, Inc The Linen Thread Co., Inc	10
Link-Belt Co.	46
McClain's Seafoods Lucian Q. Moffitt Inc	51 42
Motor Ignition Co.	38
Murphy Diesel Co	4 45
New Bedford Cordage Co	27
New England Trawler Equipment	
Co	37
Oberdorfer Foundries, Inc	34
Osco Motors Corp	40
H. O. Penn Machinery Co., Inc Perkins-Eaton Machinery Co	29 31
Red Wing Motor Co	42
Sargent, Lord & Co	31
R. H. Sheppard Co Snow-Nabstedt Gear Corp Standard Oil Co. of New Jersey	37
Standard Oil Co. of New Jersey	7
A. M. Starr Net Co Sturgeon Bay Shipbldg. & Dry Dock	33
Co. Submarine Signal Co	45
	3
United Boat Service Corp U. S. Motors Corp	46 50
J. H. Westerbeke Corp	33
Willard Storage Battery Co Wolverine Motor Works Inc	25
	1 = 214

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MARINE BARGAINS

Rebuilt Gas Engines-110 hp. Kermath Sea Mate, direct drive, like new, \$400; 35 hp. Kermath engine, Model F, with electric starter and magneto, not run over 15 hours, \$450 with prop. outfit; Chrysler Royal, with 3:1 reduction gear, guaranteed 3 months, \$850; Gray 6-77, Lugger Series, 2:1 reduction gear, new 1945, guaranteed, \$750-and many others. Diesels-150 hp. F. M., Model F, new 1943, rebuilt, guaranteed, \$3,650 F.O.B. Rockland, Me., including air equipment, 2 props. 46 x 38, sailing clutch, etc.; 80 hp. Model D Lathrop, 6 cyl., 2:1 reduction gear, new 1945, good engine, \$2,250. New Lathrop gas engines in stock-Model LH-6, 67 hp. at 2200 rpm., 2:1 reduction gear, \$1000; Model LHD6-DeLuxe, 107 hp. at 2500 rpm., 2:1 reduction gear, \$1200 F.O.B. Camden. We have some unusual offerings in draggers, work or party boats, sizes 40 to 115'. Write us as to your requirements. If you have a boat or engine for sale we would be pleased to list it. Knox Marine Exchange, Camden, Me. .

ENGINE FOR SALE

One 180/210 hp. Model 35 Fairbanks-Morse Diesel engine, six cylinders, 10 x 12½, completely rebuilt in 1944, including new crankshaft. Has been kept in perfect operating condition since, and was used for the 1944, 1945 and 1946 menhaden fishing seasons. Write Box 15, Atlantic Fisherman, Goffstown, N. H.

DRAGGER FOR SALE

Fifty foot dragger Eva M. Martin, 90 to 110 Gray Diesel engine, has 3-year-old winch. Boat is well equipped with nets and doors, electric generator, two sets of batteries and a telephone receiving set. Asking \$10,000. Please get in touch with Ignazio Ragusa, 301 North St., Boston, Mass. Telephone Bowdoin 4733.

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We added a hook to this wonderful little surplus bomb hoist, and made a brand new piece of equipment. A wonderful little stationary hoist for loads ranging from 300 to 500 lbs. Aluminum housing, steel gears, bronze bushed. Ball operating hand chain, easy release. 20 feet of multi-strand wire rope complete with hook, ready to install. Write for complete details or send \$10.00 for hoist, postpaid to any part of the U.S.A. IRELAND and VICE, 48 Chedell N.E., Auburn, N. Y.

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One 90 hp. Universal engine with 2½:1 reduction drive wheel and panel board. Engine in good running condition, flywheel arranged for hoist—\$450.00 complete. One Chrysler Crown 110 hp., 2½:1 reduction drive. Engine is new, and never has been out of crate, not war surplus—\$1200.00. One 40 hp. medium duty Palmer with wheel, all overhauled and in A-1 condition, 1 year guarantee. Flywheel arranged for hoist—price \$550.00. Taber's Lobster Co., East Hampton, L. I., N. Y.

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Nine gallon capacity, 12" diameter, 24" long, tapped at both ends for ½" pipe connections, 18 gauge pure stainless steel, reinforced. Pressure strength: 400 lbs. per square inch. Hundreds in use on boats as water tanks, fuel and oil containers. Rustproof and corrosion-proof. Used as high pressure oxygen tanks on Uncle Sam's planes. Can't be duplicated for five times our selling price: \$8.00 each, F.O.B. Auburn, N. Y. Prompt shipment but limited supply. Order yours today. IRELAND and VICE, 48 Chedell N.E., Auburn, N. Y.

DRAGGER FOR SALE

Seventy-five foot dragger for sale, four years old, ready for fishing, capacity 95,000 lbs. of iced fish. Has 170 hp. engine, one year old. For quick sale, thirty-five thousand dollars (\$35,000.00). Write Box 14, Atlantic Fisherman, Goffstown, N. H.

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Dragger 76' x 15.2' x 6', heavy duty 90 hp. Cooper-Bessemet, gross tonnage 38. Accommodates 6. Complete gear, radio and telephone equipped, N. E. winch. Excellent condition, fully rigged, now fishing. Phone CAPitol 4906. Salvatore Ferlito, 13 Pitts St., Boston 14, Mass.

DRAGGER FOR SALE

Sixty-five ft. by 16'6" by 7' tlraft, built in 1944, heavy construction, 160 hp. Superior Diesel engine. Boat has had very little use. Eight nets and all gear hardly used. New wire, etc. plenty of spare gear. Frank Deebold, Jr., 410 North Rhode Island Ave., Atlantic City, N. J.

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Party or passenger boat, 65' x 16' x 8', good for trawler, to dispatch, etc. Heavy construction, 180 hp. heavy duty Diesel, all in A-1 condition. G. Schwarzbach, 2140 Mill Ave., Brooklyn 10. N. Y.

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Maine built dragger, 40' x 13.9' x 4.6', 165 hp. Gray Dierd, overhauled and installed in December, 1946. Hathaway wind, nets, swordfish gear. Excellent two-man boat, ready for fishing —\$10,000. Norman P. Qublitz, Amagansett, L. I., N. Y.

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New England Model C friction drum trawl winch, capacity 425 fathoms 5/8" wire rope per drum, spur geared double drum, heavy welded steel frame. This winch has been taken in trade, factory rebuilt, and carries a new winch guarantee against defective parts. Available for immediate delivery. Price, \$1275 f.o.b. Chelsea. Phone Chelsea 4354, and ask for Mr. Verrette. New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass.

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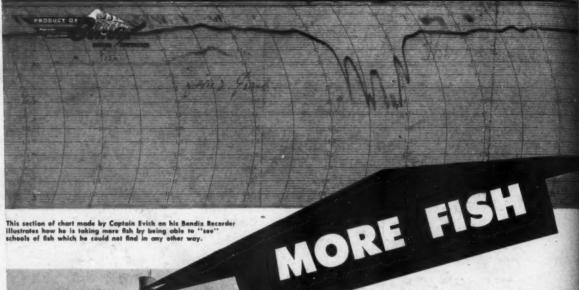
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FROM COAST-TO-COAST, fishermen sa the Bendix Recorder means bigger catches for them Captain John J. Evich of the purse seiner "Fleetwood" out of San Pedro, is another commercial operator who is ready to tell the world about his Bendix Recorder "I would recommend it as the best in the field for the fisherman. It locates fish that I never would have foun without it - and shows the fish on the recording paper," is the way Captain Evich puts it.

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